

The dollar, on demand, closed
to-day, at 1/5 5-8.

The China Mail

Est. 1845.

THE OLDEST ESTABLISHED NEWSPAPER IN THE FAR EAST

Est. 1845.

No. 28,775

HONG KONG, THURSDAY, JULY 12, 1934. PRICE \$3.00 Per Month.



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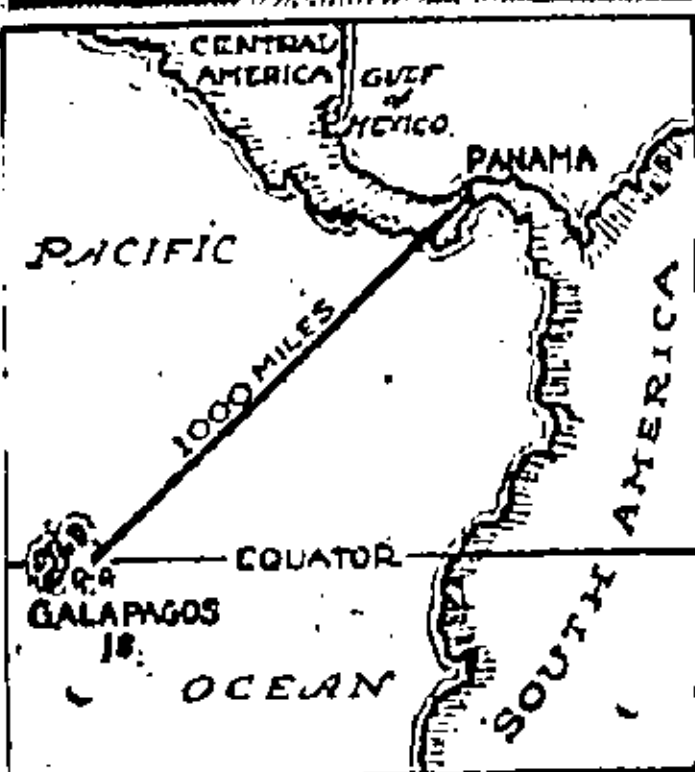
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Carnation
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THERE'S CREAM
IN
EVERY DROP!

Sole Agents:
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HONG KONG & S. CHINA.

"FRANCE HAS FREE HAND IN POLICY OF ENCIRCLING GERMANY"



Stricken with appendicitis on his honeymoon voyage, two U. S. Navy planes bearing a surgeon and supplies were ordered to make a 1,000-mile dash from Panama to the Galapagos Islands in the Pacific (as shown on map) to aid William Robinson, American engineer, in response to the radio appeal of his bride, the former Florence Crane, Chicago heiress.

CLOSING OF CONSULATES IN CHINA

Complaint Made In
Commons.

TRADERS INCONVENIENCED

London, To-day.
A complaint was made in the House of Commons at question time yesterday that the closing of Consulates in China, due to the shortage of officials, was causing inconvenience to British traders.

The complaint led to a reply from the Foreign Secretary, Sir John Simon, that the temporary shortage, owing to death, illness and resignation, involved the closing of the Consulates at Newchwang, on April 17, Ichang, on April 30, and Tsinan, on May 4.

Sir John Simon anticipated that the Tsinan Consulate would be re-opened, at an early date, Ichang in the Autumn, and Newchwang not later than the Spring.

U. S. NAVY INCREASE PENDING

Wait Result Of 1935
Conference.

35,000 TON BATTLESHIPS
ALREADY PLANNED.

Washington, To-day.
The United States is awaiting the result of the London Naval Conference in 1935 before deciding whether to build at least two 35,000-ton battleships, according to the Secretary of the Navy, Mr. Claude A. Swanson, who has admitted that a plan for the ships is already prepared.

They would build if necessary to do so.
The United States desired large battleships, but assumed that a limit for 35,000-ton ships would be provided for—Reuter.

MEDIATION IMPOSSIBLE IN SAN FRANCISCO

General Strike Threat
Ominous.

ROOSEVELT BOARD'S SECRET
MEETING

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 6.01 a.m.)

San Francisco, To-day.
The general strike threat is ominous. So far, four unions have definitely voted to join while four have voted against.

Approximately 60 have voted to follow the Central Labour Council's recommendations.

SECRET MEETING

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 6.08 a.m.)

San Francisco, To-day.
President Roosevelt's mediators hold a secret conference yesterday, jointly with the employers and strikers, which after the United Press learned that the meeting vainly attempted to establish a basis of arbitration.

It is authoritatively learned that there is scant hope of averting general strikes at San Francisco and East Bay.

BOARD PLANS REJECTED

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 6.08 a.m.)

Minneapolis, To-day.
The employers have rejected the Labour Board recommendations in the truck dispute here. A general strike is feared before the weekend.—United Press, per S. E. Levy and Company.

Portland, Oregon, To-day.
More than 1,000 rioters yesterday prevented a 40-car train from reaching the strike-breakers pier. The police firing buckshot, wounded four strikers.

It is feared that the general strike has been given impetus by the incident.—United Press, per S. E. Levy and Company.

(Continued on Page 9)

PURGE FOR PURITY TAKES NEW ANGLE

"Mixed Walking"
Condemned.

CANTON OFFICIAL SHOCKED

[From Our Own Correspondent]

Canton, To-day.
While the ban on mixed bathing can be carried out only in part, another movement is on foot that men and women should not walk together in the streets. This is the petition of a puritanical junior official to the South-west Political Council. Once shrouded in obscurity, this zealous petitioner has become well-known overnight. He believes that the Kuomintang will be blessed if such a ban can be carried out, for he is shocked at hearing some cases of moral turpitude as reported daily in the press.

(Continued on Page 9)

BRIEF SHOWER RELIEF AT NANTAO

Considered Divine Response To
Panchen Lama's Invocations

Shanghai, To-day.
The heat wave here continues unabated, but the vicinity of the south station at Nantao was visited by a brief shower at noon today. It is regarded by the Chinese as a divine response to the Panchen Lama's invocations.—Reuter.

The temperature of Hong Kong and Shanghai compared very closely at 6 a.m. this morning, 80 degrees being recorded here against 81 degrees in Shanghai.

JAPANESE DISASTER

250 DROWNED AT
ISHIKAWA

RAINSTORM WASHES
AWAY 30 BRIDGES.

Tokyo, To-day.
Reports from the Ishikawa prefecture, on the north coast of central Japan, declare that as the result of the heaviest rainstorm in 37 years, tremendous destruction has taken place.

The Tokyo Asahi declares that 250 have been drowned, while the flood sufferers total 4,000. The journal adds that 300 houses and 30 bridges have been destroyed and swept away, while 4,000 houses and thousands of acres of crops are inundated.

Official reports minimise the damage, but state that 160 embankment workers on the Tetori River are missing.—Reuter.

COMMUNISTS ACTIVE

Sino-Japanese Rift
Alleged Object.

Shanghai, To-day.
Following the reports that the Communists are planning wholesale sabotage on the Peking-Mukden Railway, martial law has been declared on the Shanhaiwan-Tongshan section of the line, according to a Nanking report in today's issue of the China Press.

Japanese guards have been increased at the stations, while the bridges which, according to the report, the Communists are planning to destroy, are strongly guarded. An armoured train is patrolling the section.

A further disruption of the Sino-Japanese relations is said to be the aim of the Communists.—Reuter.

Naval Protection For British Fisherman off Norwegian Coast

London, To-day.
The Lord Privy Seal, Captain Anthony Eden, has received from a delegation of the Hull Trawler Officers' Guild, at the Foreign Office, representations for protection against interference by the Norwegian authorities with the activities of British trawlers outside the three-mile limit off the Norwegian coast.

Resolutions requesting the Government to take immediate steps with the Norwegian Government to

BENEFITS COLONY!

Dr. Kotewall on
Tram Extension

ADVERTISEMENT
REQUIRED.

The Hon. Dr. R. H. Kotewall, C.M.G., LL.D., considers that Hong Kong has not been as widely advertised in the world as it might have been, and suggests in an interview on Page Seven that the extension of the Peak Tramway to Queen's Road, which would afford the tourist the opportunity of seeing Hong Kong at its best, would aid in an advertisement that would prove of great benefit to the Colony.

On the same page a prominent local engineer deals comprehensively with Mr. Felix A. Joseph's escalator scheme for the extension, treating the subject from the technical viewpoint.

In the meanwhile the China Mail has received over 1,000 signatures to the petition which will shortly be sent to the Government.

EUROPEAN REBUKED IN POLICE COURT

MR. WYNNE JONES'S
OUTBURST.

\$50 FINE FOR BRINGING DOG
FROM NEW TERRITORIES

For bringing his dog from the New Territories to New Kowloon, Mr. R. E. Simmons, of the Far East Aviation School, was fined \$50 by Mr. E. I. Wynne Jones at the Kowloon Magistrate's court this morning.

Inspector Shaftain said that on Sunday, July 1, at 5.55 p.m. they search Mr. Simmons' car and found the dog.

(Continued on page 9.)

EUROPEAN FINED
Mr. J. B. Hall, of No. 7 Norfolk Road, pleaded not guilty to a charge of having allowed his dog to wander in Norfolk Road without a muzzle, saying that he was not at home when the constable came.

His coolie and amah were called as witnesses, but, as both told different stories, Mr. Hall was fined \$10 by Mr. E. I. Wynne Jones at the Kowloon Magistrate's court this morning.

WOMAN BITTEN
Leung So, a married woman, of No. 29 Whitfield Road, reported to the Police last night, that she had been bitten on the right arm, by a yellow chow dog, while she was standing on the staircase. She was sent to the Government Civil Hospital for treatment, while the dog was sent to Kennedy Town for observation.



One of Hong Kong's largest playgrounds for children was opened in Wanchai yesterday by the Hon. Sir Thomas Southorn, K.B.E. In the picture are seen Mr. J. L. MacPherson, Sir Thomas, Lady Southorn, and the Hon. Dr. S. W. Tso, O.B.E., LL.D. arriving for the opening ceremony.—(King's Studio).

RAILWAY PARLEYS OPEN IN HONG KONG

K.C.R. CHINESE SECTION
WANT BIGGER PROFITS.

FIVE CHINESE REPRESENTATIVES OF THE MINISTRY OF RAILWAYS AND THE CHINESE SECTION OF THE CANTON-KOWLOON RAILWAY ARRIVED HERE YESTERDAY FROM CANTON FOR A THREE-DAY CONFERENCE, COMMENCING TO-DAY, WITH LOCAL REPRESENTATIVES OF THE BRITISH SECTION OF THE RAILWAY WITH A VIEW TO REVISING THE PRESENT "WORKING" AGREEMENT BETWEEN CHINA AND GREAT BRITAIN.

The Chinese mission is comprised of Messrs. Chang Wei-tse, of the Ministry of Railways, Nanking, Li Shu-kan, Managing Director of the southern section of the Canton-Hankow Railway, Hu Kai-yin, representing the Kwangtung Provincial Government, Woo Tung-chau, Managing Director of the Chinese section of the Canton-Kowloon Railway, and Mok Tai-fuk, of the Ministry of Railways.

Representing British interests in the negotiations are Mr. G. A. Walker, Traffic Manager, Mr. M. J. Breen, Acting Postmaster-General, and Mr. H. K. Holmes, C.B.E., Crown Solicitor.

The Chinese delegation met the British representatives at 10.30 a.m. to-day in the office of Mr. Walker, the chief line of discussion being the apportionment of through fares, although, as Mr. Walker told the China Mail early this morning, this matter is so interwoven with other vital issues, that the discussions will not only concern that subject.

Mr. Walker further stated that the meetings were at the request of the Chinese authorities, and were for the purpose of drafting a new working agreement.

Messrs. Chang, Hu, and Li are the only authorised representatives of the Chinese Government, the other delegates, Messrs. Woo and Mok, being here more in an advisory capacity.

DISCUSSION LAST NIGHT
When called upon by a China Mail representative at Gloucester Building last night, the Chinese emissaries were having a private discussion, and said that they were not yet in a position to discuss the outcome of the conference.

(Continued on Page 9)

EXPLORER AND PARTY OF NINE KIDNAPPED

Captives Believed At
Aksu.

IN HANDS OF MOSLEM LEADER
SUPPORTERS

Peking, To-day.
Dr. Sven Hedin, the Swedish explorer, and a party of nine, including four foreigners are reported to have been captured by bandits in the Dungan region, Sinkiang.

The news was received by Mr. Boekenkamp, a former member of the expedition, in a telegram from Aksu, dated July 4.

The captors are believed to be supporters of the Moslem leader, Chung Ying, and the captives are believed to have been taken to Aksu.

The party includes Mr. Harold Kikegaard, Postal Commissioner at Peking, and Dr. Parker Chen, the noted Chinese geologist. No particulars have yet been received by the Danish Minister and the British Legation.—Reuter.

GAS EXPLOSION VERDICT
It was announced by Mr. E. W. Hamilton, at the Central Magistrate's court this morning that the verdict on the West Point Gas Explosion Enquiry will be given at 12.15 p.m. to-morrow.

UNEASINESS PREVAILS

IMPORTANCE
OF SOVIET ARMY
NOW STRESSED

BITTER GERMAN
CRITICISM.

EQUALITY RESTORATION
FRUSTRATED

Berlin, To-day.

France now has a free hand in her policy of encircling Germany, with British support, bitterly remarks the "Berliner Tageblatt," voicing the general uneasiness as the result of the visit to London of the French Foreign Minister, M. Louis Barthou.

A semi-official German diplomatic correspondent states that the "Locarnisation" of Europe enhances the international importance of the Soviet army and concludes that France has achieved the aim of strengthening her predominance in Europe and abolishing Disarmament with the intention of frustrating Germany's equality.—Reuter.

STATEMENT BY SIR JOHN
SIMON TO-MORROW.

In the continuation of the Anglo-French bilateral naval conversations, experts attached to the British and French delegations were again in consultation yesterday. Sir John Simon, Foreign Secretary, said in the House of Commons that he proposed to make a statement on the subject of this week's conversations, between himself and the French Foreign Minister in London during the course of the foreign affairs debate in the Commons on Friday.—British Wireless Service.

150 CHINESE IN FREE FIGHT

28 Now Detained In
Hospital.

NORTH v. SOUTH CLASH ON
LOGAN & AMPS PROPERTY

A free fight in which 150 Chinese were involved, 28 of whom have been detained in hospital, took place yesterday afternoon at 3.30 o'clock in a masonry yard, the property of Messrs. Logan and Amps, situated at To Kwa Wan.

The brawl, which was between northern and southern Chinese factions, started over an argument regarding a piece of stone. One man marked it for dressing, and in his absence another started work on it. Mr. Lang, manager of the yard, telephoned the police, but when a large body of officers arrived the fight was over, and spectators were tending the wounded.

One man lost more than half an ear, while another is in serious condition, suffering from internal injuries. The wounded were taken to the Kowloon and Kwong-Wah hospitals.

WEATHER FORECAST

Moderate north-west winds, freshening considerably, with clouds and rain later, was the weather forecast issued by the Royal Observatory this morning.

MAIL SCHEDULES

INWARD MAILS.

FROM EUROPE

Dah Loh (Air Mail ex Mar-
seille Saigon Service) July 12
Rajputana (via Siberia) July 13

FROM JAPAN

Rajputana July 13
Bokuyō Maru July 13
Durban Maru July 13
Rajputana July 13
Kidderpore July 13
Morioke Maru July 14
Pres. van Buren July 14
Empress of Japan July 20
Kashima Maru July 20

FROM AMERICA & CANADA

Empress of Japan July 20
Pres. van Buren July 20

FROM MANILA

General Sherman July 13
Pres. Coolidge July 13
Kitano Maru July 13

FROM SHANGHAI

Luchow July 12
Kidderpore July 12
Rajputana July 12
Gange July 12
Felix Roussel July 12
Ducalton July 12
Pres. van Buren July 12
Empress of Japan July 20
Kashima Maru July 20

FROM STRAITS

Burdwan July 18
Lyons Maru July 18
Troilus July 18
Helopus July 18
Kumsang July 18
Genoa Maru July 18
Antenor July 18

FROM AUSTRALIA

Kitano Maru July 19

OUTWARD MAILS.

FOR EUROPE

Emp. of Russia (via Van-
couver) July 13
Closes: Reg. 9.15 a.m. Ord. 10 a.m.
Pres. Coolidge (via Siberia) July 13
Closes: Reg. 3 p.m. Ord. 4.15 p.m.
Rajputana (Air Mail Service) July 14
Closes: Reg. 5 p.m. Ord. 6 a.m.
Chenonceaux (via Siberia) July 14

FOR JAPAN

Ixon July 13
Carthage July 13
Empress of Russia July 13
General Sherman July 13
Pres. Coolidge July 13
Silverew July 13
Chenonceaux July 14

FOR MANILA

Silverew July 13

FOR AMERICA AND CANADA

Ixon July 12
General Sherman July 13
Empress of Russia July 13
Pres. Coolidge July 13

FOR SHANGHAI

Carthage July 12
Empress of Russia July 13
General Sherman July 13
Pres. Coolidge July 13
Rajputana July 14
Chenonceaux July 14

FOR STRAITS & INDIA

General Sherman July 13
Pres. Coolidge July 13
Rajputana July 14
Gange July 14

FOR AUSTRALIA

Rajputana July 14

VIA SIBERIA—Letters and post-
cards for Europe and South America
are forwarded "via Siberia" if so
super-scribed.
REGISTERED and PARCEL
MAILS are closed 15 minutes earlier
than the time given above unless
otherwise stated, and where mails are
advertised to close at or before 8 a.m.
registered and parcel mails are closed
at 5 p.m. on the previous day.
AIR MAIL—Imperial Airways via

HANDKERCHIEFS ARE
IMPORTANTCheap Ones Never
Satisfactory.

FASHIONS IN HEMMING

Paris.
The handkerchief, although a
comparatively small item of dress,
is one regarded by the majority
of well-dressed women as really
important and as being very in-
dicative of good taste or other-
wise.

It can be an article of very real
beauty, and, like other things, it
has its fashions. It gets larger
or smaller; it changes its hems,
varies its woven designs, its
initials and embroideries.

Now the cheap handkerchief,
while it is, in point of fact, just
as useful, misses these important
things altogether. It always
looks cheap and lack finesse and
beauty.

The material of which it is
made is inferior, the hems can
easily be seen to have been done by
machine with a coarse stitch, and
the embroidery, if any, is of poor
quality.

In the good handkerchief one
finds the finest handwork on
dainty material. The threads by
them hems are drawn by hand
and are finished with a tiny stitch.
The embroideries and weavings
are exclusive.

STRIKING INITIAL
STYLES.

Paris.
Initials on handkerchiefs are
taking on a very modern air, and
come out in the most striking
shapes and designs.

The thing of the moment is to
have initials applied to order by a
leading handkerchief firm, where
there are literally hundreds of de-
signs to choose from.

Many of these are applied or
worked with ladder stitch.

LACE INSERTION

Paris.
Delicate lace insertion has been
successfully combined with satin
ribbon—both black—in a pleasing
model gown suitable for any not-
too-formal evening occasion.

ALL FRESH STOCK
MANILA HATS
to be Cleared
at cost Price.

CHINA LACE CO

17A, & 61, Queen's Road C.

Singapore, Bandoeng-Amsterdam via
Singapore-Saigon-Marseilles via Sai-
gon. Correspondence for Europe and
intermediate countries will be ac-
cepted for transmission by these Ser-
vices. Rates and all particulars are
shown in the schedules exhibited at
the General Post Office and Kowloon
Office. All letters etc., must be mark-
ed "By Air Mail" and handed in at
the General Post Office. Unless
super-scribed for despatch by a spe-
cial air mail service, correspondence
will be forwarded by the first service
available.

The Woman's Page



A novel touch is introduced in the
collar of this white dress; separate
flaps in front and back forming
words of the international signal
code. The frock is trimmed with red
and blue crepe; the belt of red cord
caught in front with a silver anchor.
The same cord outlines the sleeve,
cuffs and flaps detail. Claire Trevor,
film actress, is the model.

Panne Velvets For Summer

Delightful Red Evening
Gown.BEIGE AND CAPUCINE
DAY COSTUME

Paris.
We should be using panne velvet
for summer wear. Worth uses
this fabric in a quality so fine and
glossy that you can scarcely tell
it from satin.

In red, he makes a delightful
evening gown trimmed with one of
the new fine-sashes of a lighter
tone of red velvet ribbon. The
sash comes down from the center
of the back to the waist and then
sticks out in loops that are very
geometric in their angles.

The combination of beige and
capucine (nasturtium) is one of
Worth's best for street-wear.

He uses light weight wool in the
beige for a smartly tailored suit
of skirt and hip-length jacket with
straight sleeves and no collar or
cuffs.

The front of the jacket folds
back and a belt holds it in place
but there are no fastenings at all
otherwise.

The front of the belt consists of
a wide band of bronze with two
buckles at each end, about five
inches apart. The rest of the belt
is of wool.

The wide scarf, which is an im-
portant part of the ensemble, is
worn Ascot fashion and its bright

red-orange (of the more brilliant
nasturtiums) lends just the right
touch of colour for conservative
smartness. Hat, gloves, purse and
shoes are of beige, matching the
suit.—United Press.

Modernist Designs
On Hankies.

Paris.
One of the newest handkerchiefs
is of lawn, with modernist designs
woven in it.

There are many delightful pat-
terns. These handkerchiefs have
the tiny roll-hem.

They are, too, the newest thing
for a man's dresswear and are
made in the smartest of designs.
In this handkerchief the plain
lined border is also much in vogue.
These are all exclusive types.

THE CANADA SHOE CO.
18 D'Agular St.—cor Wellington St.
High Grade Footwear for
LADIES and GENTLEMEN
A large assortment in stock
also Shoes made to order.
Promenade Shoes, Dress Shoes
Riding Boots and Leggings.
Tel. 33723.

LADIES' DRESS MAKING
By Expert Shanghai Tailors
Special Summer Prices
MODE ELITE
CHINA BLDG.
Entrance Chinese Bazaar. Tel. 24744.

OUR NEW
HONG KONG PREMISES
WERE OPENED
THIS MORNING

PAUL RENNET ET CIE

GOWNS — SHOES — CORSETS

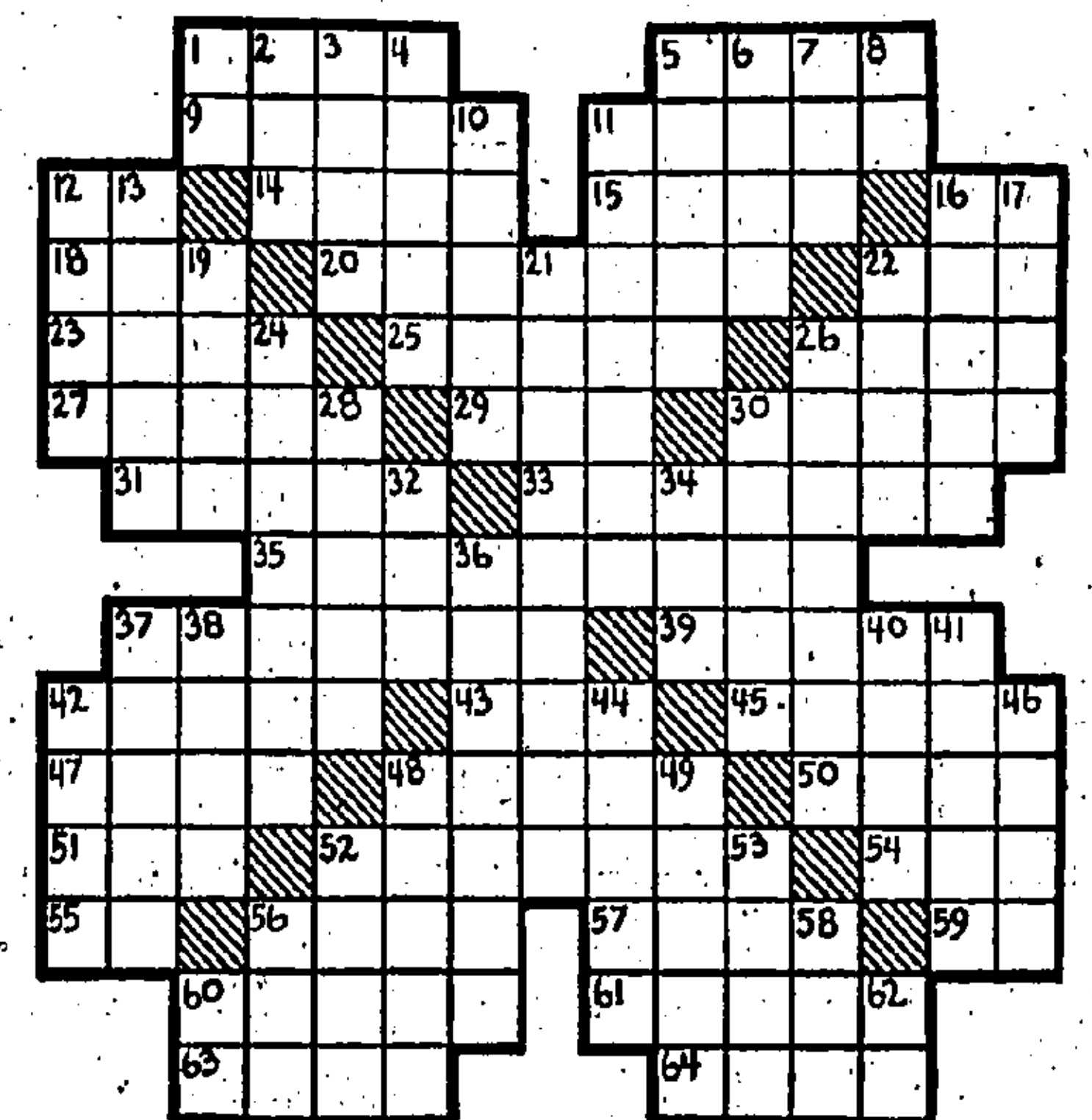
ST. GEORGE'S BUILDING, CHATER ROAD,
HONG KONG.

THE
HONG KONG
PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL
&
SHANGHAI
ASTOR HOUSE; PALACE HOTEL;
HOTELS,
LIMITED.

In association with the Grand Hotel des Wagons Lits, Peking.

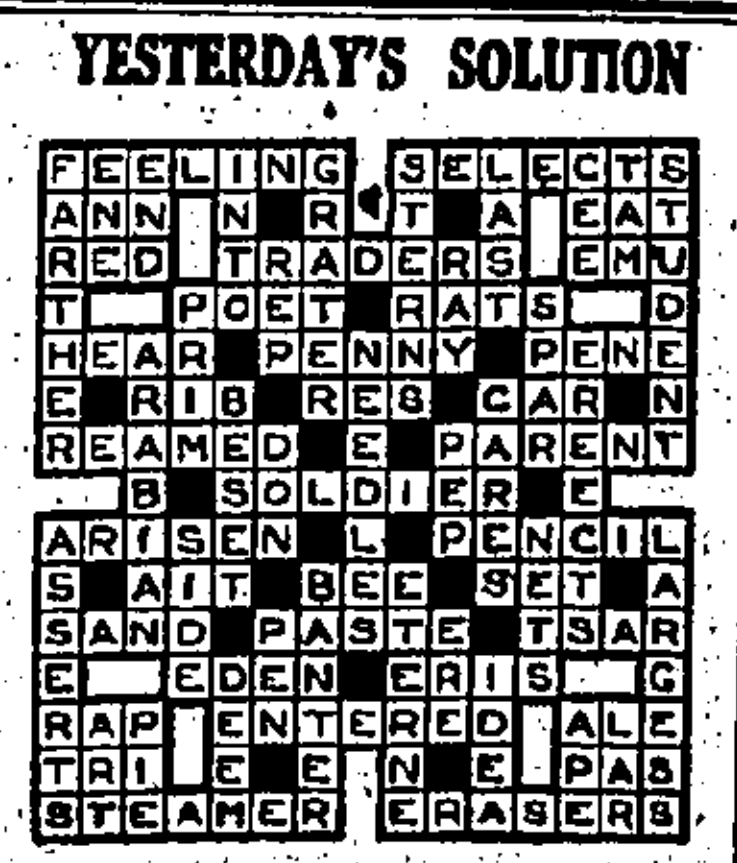
DAILY CROSS-WORD PUZZLE

This cross-word puzzle has been made by an expert but our
readers are warned to look out for occasional phonetic spelling,
such as harbor, plow, and altho.



- | | | |
|--------------------------|---------------------------|-------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Sign | 48-I believe (Lat.) | 16-Dogma |
| 5-Chief actor | 50-Slight | 17-A grain |
| 9-View | 51-Before | 19-Current |
| 11-Warble | 52-Prophecy | 21-Mounted astride |
| 12-A degree (abbr.) | 54-Prefix (Upon) | 22-A kitchen utensil |
| 14-Soft mounds | 55-Secrecy of State | 23-(Pl.) |
| 15-Lease | 56-(abbr.) | 24-Dissuade |
| 16-Preposition | 58-Sediment | 25-Dried grapes |
| 18-Skillful | 57-Thin | 26-Tumult |
| 20-Those to whom a | 59-A measure of weight | 28-Those who act |
| lease is granted | (abbr.) | 32-Interjection |
| 22-A vegetable | 60-Smallest | 34-Tear |
| 23-Author of "The | 61-Having ears | 36-Closest |
| Scale Hunters" | 62-Small pastry | 37-Creeds |
| 25-Chief of evil spirits | 64-Want | 38-Scarce |
| 26-Rave | | 40-A plant of the |
| 27-The lowest possible | | cabbage family |
| point | | 41-To cause to burst |
| 28-Years (abbr.) | | forth |
| 30-Natives of | VERTICAL | 42-An insect (pl.) |
| Denmark | 1-Manuscript (abbr.) | 44-A magistrate of |
| 31-Repair damage | 2-Perform | ancient Rome |
| 33-One varied in | 3-Stagger | 46-Ireland (Post.) |
| altitude | 4-Part of the legs | 48-Summit |
| 35-Iron factories | 5-Glistening | 49-Sea |
| 37-Irritated | brightness | 52-A fruit |
| 39-Coat | 6-Cures hides | 53-The daniel |
| 42-Carries | 7-An insect | 55-Meadow |
| 43-A beverage | 8-Right (abbr.) | 56-Born |
| 45-To breathe noisily | 10-A literary | 58-A military officer |
| when asleep | composition | (abbr.) |
| 47-Organ of hearing | 11-A tool for creasing | 59-A degree (abbr.) |
| | 12-Farm building | |
| | 13-Javelin | |

The solution of the above with a new cross-word puzzle
will appear in to-morrow's issue.



Bringing Up Father.

THE
OVERLAND
CHINA MAIL

PUBLISHED EVERY WEDNESDAY

contains all the general and
sporting news of the week.

Order Your Copy Now.

China Mail Office 3A, Wyndham Street.

DUAL DUTY OF ONE ESCALATOR WOULD BE FAR TOO EXPENSIVE

APPROXIMATELY 3,400 PEOPLE
USE PEAK TRAM EACH DAY

But Receipts Show Big Decrease
In Recent Years

The Peak Tramway Company, which was taken over by John D. Humphries and Son in 1932, carries approximately 1,500 first-class passengers and 1,900 second-class per day. This represents a large decrease in receipts during the last few years profits having fallen \$18,000 in three years. Sir Elly Kadoorie, one of the largest shareholders in the Company, is said to be in favour of the scheme of extending the tramway to Queen's Road.

KOWLOON RESIDENT INTERVIEWED

Why Mr. Victor Labrum Does Not Go To Peak

The genial proprietor of the well-known printing firm, Ye Olde Printerie, Limited, Mr. V. C. Labrum, smilingly admitted that he had not been on the Peak for a number of years, because he does not enjoy climbing 1,000 feet up the Garden Road hill.

Mr. Labrum told the *China Mail* that probably, like himself, many other Kowloon residents would be glad to go up to the Peak from time to time, to enjoy the scenery and salubrious atmosphere in which the Peakites dwell, but that as long as the lower station remained half way up the hill-side it was unlikely that many persons would use the Peak tram for pleasure trips.

"It would be fine, indeed, if one could step out of a ricksha at the corner of Queen's Road," said Mr. Labrum, "and get on to the Peak Tram and be at the top within seven or eight minutes."

BACK TO THE PIONEER DAYS OF 1885 ORIGIN OF FIRST CABLE RAILWAY IN ASIA

MR. FINDLAY SMITH'S PLUCK IN FACE OF OPPOSITION

Of the thousands who travel on the Peak Tramway few ever give a thought to its origin and to the great task which its originators undertook to give us this convenient means of transit to the highest point on the Island.

Very few of the old residents can remember the construction of the tramway, which was started in 1885 and completed three years later, giving Hong Kong the first cable railway in Asia. Only after many years of study was the scheme carried out.

The names of those closely identified with the scheme are now but a memory in the Colony but a souvenir booklet, published by the *China Mail* at the opening of the track, reveals the immense difficulties with which the promoters were faced.

The necessity of such a tramway became apparent from the time when the more wealthy residents of Hong Kong began to build detached villas and terraces on the healthy southern slopes to escape the sun-baked, stifling atmosphere of the city.

Their enjoyment of the pure, cool breezes of the mountain tops, however, entailed long journeys to and from the city in "four-piece" chairs. The inconvenience to the tired business man of returning to his home on the "topside" in the evening, borne by coolies labouring painfully and slowly up the steep slopes of the Peak Road; and the inhuman task imposed on the chair-coolies was realised from the beginning, but there was no one here to take the initiative in remedying matters.

MR. FINDLAY SMITH

Then came Mr. Alexander Findlay Smith, formerly of the Highland Railway Company, Scotland. We have it on record that as early as 1876, twelve years before the tramway came into existence, he

had actively interested himself with the possibilities of constructing a tramway to Victoria Gap from the low levels of the Island, but he was a practical man who soundly ed his ground carefully before taking a step. He then spent a number of years studying the problem, and only when he knew precisely what he proposed to do, did he set about putting his plan into execution.

This man, who has been rightly called "Our Stephenson," was faced with numerous obstacles as soon as his scheme was made known. His biggest stumbling block took the form of a rival company which was immediately started to do precisely what he proposed to do. Then, too, he had to contend with opposition from the residents of the Peak, although on what ground they opposed him is not recorded. It is to his credit that he surmounted all obstacles and finally had the satisfaction of seeing his scheme a reality.

LOW-LEVEL SCHEME FAILS

Mr. Findlay Smith was primarily interested in a high-level tramway, but also saw the possibilities of a low-level tramway system and petitioned the Government in 1881 with regard to both schemes. Eventually his rivals were left with the low-level scheme and Mr. Findlay Smith concentrated on the Peak line which he had constructed, whereas the low-level scheme did not go farther than the initial stage of trying to raise capital to undertake it. It was then shelved, and Hong Kong did not have its low-level tram until nearly twenty years later. But that is another story and is mentioned here only because it will be found that the two schemes were so closely identified that it is impossible to write the history of the one without mention of the other.

The Government of Hong Kong, through the Hon. Mr. John Macneil Price, the then head of the Public Works Department, rendered the Company every possible assistance in the carrying out of the work, and Sir John Pope Hennessy, K.C.M.G., Sir George Ferguson Bowen, G.C.M.G., Sir William Henry March, K.C.M.G., during their several administrations, took great interest in it, giving their full support to the enterprise.

EARLY PIONEERS

The Company also received most tangible proofs of approbation from Sir George William Des Vaux, K.C.M.G., head of the Government in 1888, who was the first, with Lady Des Vaux and a party, of friends, to travel on the line on its completion.

The Company owed a large share of their success to the faithful services of the Hon. P. Ryrie and Mr. James B. Coughtrie, of the Consulting Committee; and to Mr. James Anderson, of the firm of the then general managers, during whom the construction was successfully carried on until the opening day, in spite of the extremely arduous and difficult nature of the work.

Mr. J. F. Boulton, A.M.I.C.E., whose name is also identified with the history of the Peak tramway, acted as Resident Engineer, but from failure of health, arising from the trying nature of his duties, he had to leave the Colony a year before the completion of the tramway. Mr. W. Smith, M.I.C.E. (Glasgow University) was Consulting Engineer.

(To be Continued.)



Lady Southern, wife of the Colonial Secretary, throws up the ball to start the exhibition basketball game which followed the opening ceremony of the Wanchai Children's Playground yesterday. (King's Studio).

TIME DECLARED NOT OPPORTUNE FOR NEW EXPENSE

Dr. Kotewall Believes In Exchange.

HONG KONG ADVERTISED

The Honourable Dr. R. H. Kotewall expressed very keen interest in the Peak Tramway Extension when interviewed by the *China Mail*, saying, "I think it would be to the benefit of the Colony to have the Peak tram-line extended down to Queen's Road. But I foresee certain difficulties, such as, for instance, the requirement of land from the Military authorities for the purpose."

"If the Government has to pay for the land, then I do not think that the present time is opportune, owing to the unprecedented depression we are passing through. This is a time for strict economy rather than fresh expenditure."

"If, however, the land could be acquired, not by purchase, BUT BY EXCHANGE, then I am in favour of the extension."

"My view is that, apart from the greater convenience to the public using the Peak tram—and this convenience would be substantial—Hong Kong as a whole would benefit by the extension."

Dr. Kotewall went on to say, "The beauties and advantages of Hong Kong as a health resort, particularly in the cool months, are, I am afraid, not sufficiently well-known outside the Colony." "Hong Kong, during some months of the year, is excelled by few places for natural beauty and salubrity of climate," he said, "In clear, fine weather the prospects from the Peak are simply enchanting."

"At present, some people visiting the Colony do not go up to the Peak because of the difficulty of getting to the Lower Tram Station. It is true that some tourists go to the Peak by motor car. That ride is doubtless pleasant, but the tramway offers certain unique views at different stages of the journey which a motor ride does not give."

Dr. Kotewall concluded by saying, "With the Lower Tram Station made more accessible, I am sure many more people will visit the Peak, and tourists will go away with happy remembrances of the Colony that may become the means of advertising Hong Kong. The advantage thus gained is not to be measured in terms of dollars and cents," he concluded.

ENGINEERING FEAT QUITE SIMPLE

Mr. Vagnone Speaks From Experience

Mr. O. Vagnone, well-known representative of European machinery manufacturers and a resident at the Peak Hotel, was very emphatic in his expression of opinion that the Peak tram should be brought down to Queen's Road, if that he hoped and believed that, if the *China Mail* continued the agitation in the proper manner until public sentiment was fully aroused, the Military authorities would not hold out against the unanimous desire of the people of the Colony.

Mr. Vagnone thinks the en-

ESCALATOR-CONVEYOR WANTED

DOUBLE TRACKING FROM MONEY SAVED

LARGE QUEEN'S ROAD TERMINUS WOULD BE REQUIRED

LOCAL ENGINEER'S VIEWS

MR. FELIX A. JOSEPH'S ESCALATOR SCHEME FOR THE EXTENSION OF THE PEAK TRAMWAY TO QUEEN'S ROAD, AS A MEANS FOR OVERCOMING TEDIOUS NEGOTIATIONS WITH THE MILITARY AUTHORITIES HAS ROUSED CONSIDERABLE CONTROVERSY AMONG THE COLONY'S LEADING ENGINEERS.

YESTERDAY A SENIOR ENGINEER, WHO DESIRED TO REMAIN INCOGNITO, EXPRESSED THE VIEW THAT UPKEEP COSTS FOR SUCH FORM OF MECHANISM WOULD COMPARE VERY UNFAVOURABLY WITH AN ELEVATED TRACK, FOR WHICH POWER FOR HAULAGE OF CARS IS ALREADY AVAILABLE. TO-DAY ANOTHER LEADING ENGINEER GIVES HIS VIEW-POINT.

[To the Editor, "China Mail"]

Sir—I was very interested in Mr. F. A. Joseph's scheme briefly outlined in Tuesday's issue of your paper, although it gives rise to the question of practicability, and in this connection I should like to make a few observations of a more or less technical character.

Any idea of one escalator to perform the dual duty of raising passengers from Queen's Road level to viaduct level and then to the Lower Station can, I think, be ruled out on the score of expense, due to its unusual nature, and the vertical space requirements in the viaduct body. The latter would be necessary to allow the steps to return on the underside of the structural frame.

These two difficulties could possibly be overcome by the substitution of an ordinary type escalator for the first stage i.e. from Queen's Road level to viaduct level, and for the remainder a non-stepped "escalator" or conveyor.

The gradient of the viaduct under these circumstances would require careful thought and would need to be such that a firm foothold could always be obtained. The conveyor would reduce the vertical space requirements on the viaduct, which, apart from giving an improved appearance, would give a considerable saving in materials and construction. Balustrading would be necessary on the viaduct, and with this could be incorporated an overhead covering which would protect passengers in inclement weather, and at the same time protect the machinery. This latter would be essential if maintenance charges were to remain reasonable.

With regard to the Queen's Road entrance, this would occupy a considerable area, as, in addition to the entrance hall, space would be needed for the two sets of machinery.

The escalators in use in London underground stations are approximately four feet wide and handle several thousand passengers per hour. Taking into consideration the length of the proposed "escalator-conveyor" and the likely traffic requirements, it would appear that a track of two feet wide would be sufficient. Money thus saved could be devoted to double tracking with reversible machines, thereby providing a stand-by and facilitating maintenance.

Thanking you for your valuable space and wishing you every success in your endeavour to promote an improvement in the Peak Tramway service.

Engineer

Engineering feat is really quite a simple one, compared with the big things, along the same line, that have been done in various countries in Europe and elsewhere. He wished the *China Mail* all success in its efforts to secure this boon for the Colony.

EXCHANGE IS LIKELY MOST SATISFACTORY

Move Would Be Boon To Officers.

MR. FLEMING SPEAKS

Mr. W. Fleming, of Messrs. Shewan, Tomes & Co., and a resident of Hong Kong for many years, now residing at the Peak Hotel, told the *China Mail* that he had always felt very strongly on the subject of the desirability of extending the Peak Tram down to Queen's Road.

Mr. Fleming, in humorous vein, recalled how the former superintendent of the Peak Tramway, Mr. C. B. Buyers, used to talk about the extension and other things in connection with the tramway. In those days, of course, there was no electric engine, the tram being run with a steam engine. Mr. Buyers used to joke about fixing up the wire cable with an old piece of rope, etc. It was Mr. Buyers who always insisted that his life was one of continual "ups and downs"—constantly go up and down to look after the Peak Tram.

Mr. Fleming expressed the idea that the present military buildings and grounds were very shabby and unattractive, and probably not too comfortable, and that he supposed the military officers would be very glad to have new, modern buildings, which might be paid for by the Peak Tramway Company or Government in exchange for the required strip of land along Garden Road.

Company are anxious to make the extension, but the proposed scheme, as shown in the sketch in the Sunday Herald, entails the crossing of military land which the military authorities in the past have been reluctant to part with.

Such a short sighted policy on the part of the military is difficult to understand, as the extension of the existing line to Queen's Road would be carried on a viaduct which would not interfere with military property, but would of necessity rest on military land.

The suggested new lower station would cover a portion of the grounds of the present Officers Mess at the corner of Garden Road and Queen's Road, but would not necessitate the altering or removal of the existing building.

The enterprise of the Peak Tramway Co. for this extension is worthy of the support of the whole community and it is hoped that the Government will do everything in its power to influence the War Office to grant the necessary land for this essential and important project.

Interested

FILIP TO INDUSTRY

[To the Editor, "China Mail"]

Sir—As the world is emerging from the throes of what is said by experts to be one of the greatest depressions of modern times, it is indeed refreshing to see that enterprise is still the keynote of the old established Colony concerns. One has only to look around the streets of Hong Kong to witness the bold foresight of our business leaders, and it is by no means surprising to me that the Peak Tramway Company are seriously contemplating the extension of their track the Queen's Road.

Such a scheme, obviously, would give further filip to local industry, and I venture to say that, in the long run, the enterprise would be fully justified. With the coming of more prosperous days, the Peak population is certain to expand automatically bringing heavier traffic to the tramway and, as a public utility, the Tramway Company owe it to their patrons to provide more accessible means of transport. Wishing your campaign every success.

Observer

VERY POSSIBLE

[To the Editor, "China Mail"]

Sir—In these modern days of mechanical and electrical contrivances which have been invented for the betterment of the world at large, and to make life easier for all concerned, it has often been remarked by visitors to our Colony, why they have to walk a considerable distance up Garden Road before they reach the necessary conveyance to transport them to the loftier dominion of the Peak.

But what about our residents, who daily toll up Garden Road or Battery Path in all weathers and in all temperatures to catch the Tram for higher altitudes? What a blessing it would be for them if the Peak Tram could be extended to the corner of Garden Road and Queen's Road!

Can this project be accomplished? Yes. The Peak Tramway

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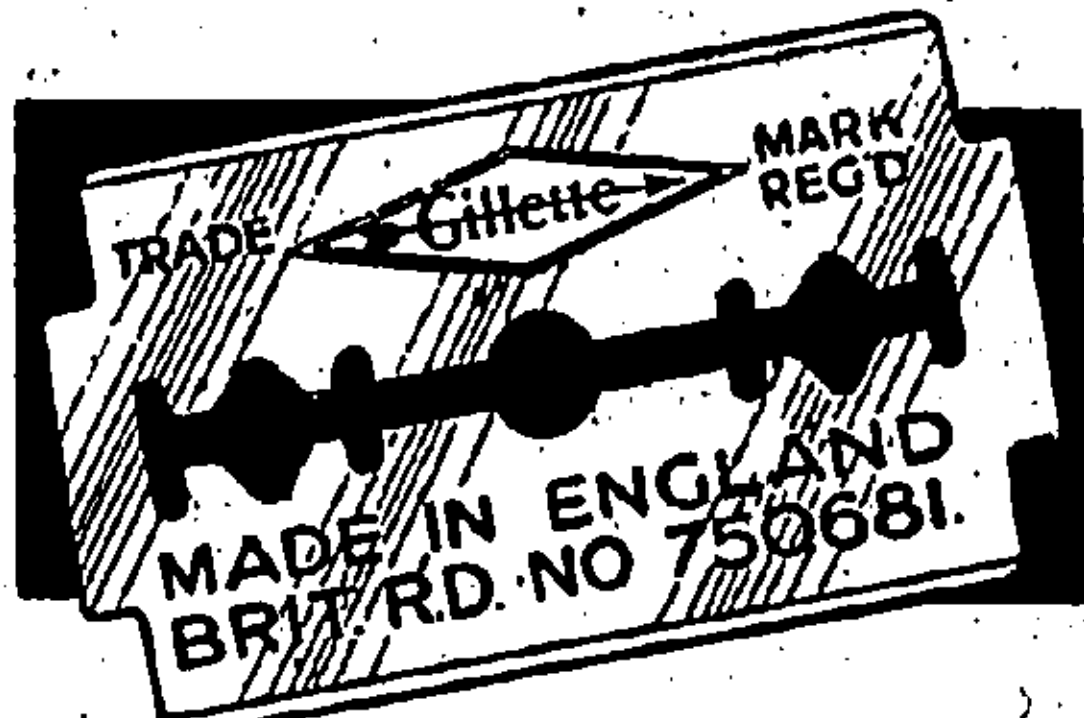
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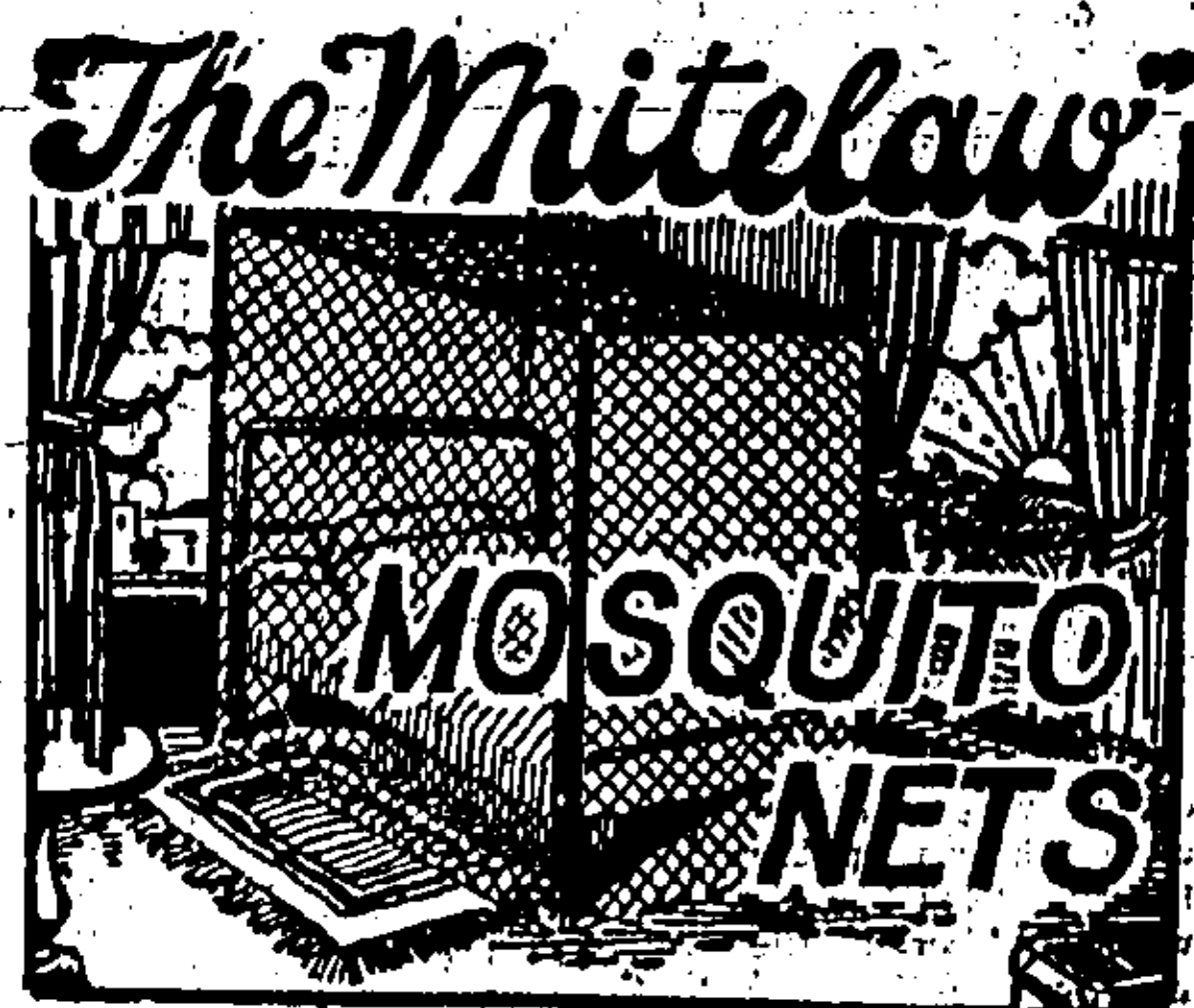
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Tent Shape for use without Roles
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WHITEAWAY LAIDLAW & CO., LTD.

The China Mail

Hong Kong, Thursday, July 12, 1934.

Dogs.

Everybody has known for a long time past that Rabies has been endemic in the Kwangtung Province, and that from time to time some animal in the New Territories has developed the disease. But it is remarkable how stoically all such dangers are taken until something happens to bring them home to us as a personal matter. It is equally remarkable how quickly when that happens a panic will arise and spread. There is no doubt that we are just now with in a very short distance of such a panic. People read the reported cases of dog-bites, some of which have no serious consequences, and of the admissions to hospitals; and eager discussion creates an impression that things are worse than they are.

A dog in a crowded community like ours, with a hot climate and a source of infection so near, is undoubtedly a luxury; and even the most devoted dog-lovers must recognise that they owe a debt to the public. The human being must come first. The infection can clearly be spread by the saliva of a rabid dog even from the first stages; and does not, as we fondly believed, require a bite. There is no question that the only sound policy is extirpation of the virus. That certainly involves some reduction in numbers. The domestic dog for which a licence fee has been paid is much more likely to be under constant observation than the stray; and the first step ought to be the destruction of all strays. The agriculturist of the New Territories may be unable to pay the ordinary fee for his watch-dog; but there is no reason why he should not be allowed a reduction or even granted a free licence in suitable cases. Once the principle is established that only licensed dogs are allowed in the Colony it becomes possible to regulate the numbers. It is absurd that when every dog involves a certain amount of risk some people should have half a dozen or more. It is impossible to look after so many with proper care. Either a maximum could be prescribed, or the fee could be raised for additional dogs. A universal system, with graded fees, would probably bring in as much revenue as the existing regulations. It would also be possible to raise the ordinary fee, if loss of revenue is feared.

Dog licences should be looked on as a means of regulation, not as a source of revenue. The income derived from the fees should be earmarked for the costs of immunisation. It is the poor man to whom the cost would be a burden that is apt to underfeed his animal, which accordingly goes around scavenging, and is likely to pick up an infected bone or other unhealthy food. If the ordinary fee were raised to five dollars, that would cover the expense of the serum. A Government order for a large quantity would be supplied at a moderate price by the Australian laboratory, or the supply could be undertaken by our own Bacteriological laboratory as was done on a small scale some years ago. What is wanted to anticipate anything like a panic is the knowledge that a vigorous policy has been taken in hand.

The question is often asked whether the inoculation is an infallible preventative. Government might well publish an official communication giving us the best information on the point; but so far as any easily available figures are concerned it does not appear that the Pasteur Institute itself claims so much. With the caution that marks the best scientific work we are told that it has been proved to be effective in eighty five per cent. of the cases treated; but it has not been possible to trace them all. A remnant remains in which for some reason or other, possibly defective serum, it has failed.

The course of inoculations given to men who have been in contact with infection, and who want to be on the safe side, is so long and troublesome in its effects that it is worth a good deal of precaution to avoid. And of course once the infection has got a lodgement there is no hope of a cure.

Our suggestions are not of course intended to increase the anxiety that already exists. The evil has not passed the manageable stage; and even with the present regulations, as recently amended, it may be wiped out. Much less are they adverse to the interests of the dog-lover. A real panic would be disastrous both to him and to his dogs, because it might lead to much more stringent measures.

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OPIUM HAUL MADE ON SAMPAN.

Woman Fined \$5,780.

Tung Ho, sampan woman of No. A2491, was charged before Mr. E. L. Wynne Jones at the Kowloon Magistracy this morning, for having in her possession 26 taels of raw opium and 40 taels of prepared opium.

Revenue Officer W. G. Humphreys prosecuted.

For the raw opium, Tung was fined \$780, in default three months imprisonment; and for the prepared opium she was fined \$5,000, in default six months imprisonment.

HERE, THERE
and
EVERYWHERE

BRAVE NEW WORLD.

The discovery of a new people in New Guinea is exciting. They are said to be Semitic. No one knows how they got there any more than how the dingo dog got to Australia. The term "New Guinea," by the way, is apt to confuse people. Before the war this large island, also named Papua, was under the control of Australia, Germany, and Holland. At the outbreak of war Australia took possession of the German colony, which she now holds under mandate of the League of Nations.

But what was formerly called British New Guinea is now called Papua and what was formerly called German New Guinea is now simply New Guinea. Large parts of the whole island still remain unexplored. Many of the inhabitants are cannibals.

The newly discovered people, on the other hand, are said to be dietetically orthodox and of a gentle disposition.

CONTRASTS IN EXTRAVAGANCE

Britons spend a lot on education—about \$100 millions a year, of which \$83 millions are State and municipal expenditure.

It is odd to reflect that they spend more on travelling for pleasure.

They spend \$30 millions a year on travel abroad, and at least three times that on pleasure travel at home.

Still odder is the fact that women spend roughly twice as much on cosmetics as the whole public spends on the cinema.

THE COST OF BEAUTY

\$60 millions are spent annually in the beauty parlours of London alone.

Altogether it costs the women of Britain about £100 millions to try and make themselves beautiful.

The entertainment tax yields \$9 millions a year.

This is about 16 per cent. of the total takings, which thus works out at \$56 millions.

Cinema takings probably represent \$40 millions of this.

Your Daily Smile!

A man met his long-lost son in a New York barber's shop. With great restraint I refrain from making any joke about a hair-restorer.

At Least One Use

"Fat men are little use in sport," declares an athlete. I should have thought they were good all-rounders.

Emergency Exit

"There is an art in walking slowly on the stage," says an actor. This, though, isn't so difficult as running rapidly off it at times.

Modern Version

Baby, baby bunting,
Father's busy grunting;
He does not feel the least bit bright,
For he'd an hour's less sleep last night.

Naturally

"When a fish made off with my bait after I'd sat all day without a bite," writes an angler, "I gave it up." He drew the line at that.

Just The Thing

"I want a book that is chock-full of different characters," says a film producer. How about the telephone directory?

SUMMER TIME QUESTION

Will it be fine?

Facts You Did Not Know

Only one railway in Belgium uses electric power and electrification of the lines from Brussels to Luxembourg and Antwerp is being studied.

Almost twice as many passengers traveled by airplane in the United States in the first four months this year as in the same months of 1931.

Of the 114 motion picture theatres in Uruguay, 82 are in Montevideo, about 85 per cent. of the films shown being United States productions.

To aid in making a topographic atlas of the United States a camera weighing nearly three tons has been constructed for the Geological Survey.

PREMIER A TORY
INSTRUMENT
LORD SNOWDEN ATTACKS
THE GOVERNMENT

HAS NO DEFINITE PURPOSE

(By Viscount Snowden.)

LONDON. The people is that in ten years' time things will improve! It has sent out a Commission to explore the derelict districts and to inquire into facts which have been known to everybody for years. Here are vast areas where tens of thousands of men have been out of work for years, and where the population has sunk into a state of hopelessness and despair and of appalling physical deterioration. Juveniles are growing up to manhood without ever having had any employment, and with no prospect other than that of being permanently unemployed.

The old industries have left these districts, never to return. Here is a problem which a Government of action would resolutely tackle by organising large schemes of alternative employment. This Government meets the problem by offering £50,000 for allotments, on condition that private charity raises a similar sum!

The Prime Minister has become a mere Tory instrument. The Labour point of view and the Labour programme received from him no consideration. He fought for neither.

The Prime Minister had declared that it was a Government where the three parties constituting it would contribute their own views, and that out of this pooling of ideas a great constructive programme would be evolved.

But it was impressed on me that there was only one party policy which would be accepted, and that the Government was rapidly falling into the rut where all former Governments had floundered, and that it would muddle along without any conception of the urgent need for a new inspiration in government. Events have tragically justified my anticipations.

No Party Allegiance

In my letter of resignation I said: "I have no party allegiance; but I hope to be able to serve in an independent political position the causes in which I believe, and to help according to my lights to promote the welfare of my country." I am now free to carry out that intention. The national situation calls for all the nation's reserves as loudly as it did in 1931.

Conditions to-day are not normal. Never in our history, probably, was the national situation more critical; never more full of menace; never was the call to action more imperative. The time is past when the nation could muddle along in the old, complacent way, waiting for things to right themselves. The present situation calls for new policies, new aims, and a clear vision. It calls for courageous leadership.

A vast number of people are losing their faith in Parliament as an institution capable of redressing grievances and grappling adequately with social evils. It is idle folly to imagine that this country is immune from the influences which have overthrown democratic government in other lands.

If the responsible leaders of the nation cannot, or will not, face up to the new situation they run serious risks of being overthrown by wild and passionate adventurers, promising a short cut to prosperity. Old party ties no longer command the support of indifferent followers. The general lassitude at elections means more than is generally imputed to it. The small polls are an indication of lost faith in Parliament.

Parliamentary Complacency

Parliament can yet be saved by a Government which realises the danger, led by men who have the courage and know how to lead. Instead of that we have a Government which gives the impression that its sole concern is to keep itself in office, and which is obsessed by a conceited belief in its own indispensability. With an effrontery without precedent in politics, it advertises its great achievements, and claims credit for a moderate improvement in trade which, if not temporary and artificial, is the result of national world movements.

The Government looks with complacency upon the continued existence of over two millions of unemployed, and upon an increasing number of families existing on Poor Law relief. The only hope it gives

STOWAWAY FOUND ON EMPRESS.

Benito Ormella, a 19-year-old unemployed from Manila, appeared before Mr. E. L. Wynne Jones at the Kowloon Magistracy this morning, for stowing away on the R.M.S. Empress of Russia.

Two hours after the ship left Manila he was found hiding in a bathroom by Sam Sang, No. 1 interpreter.

The case was remanded until Saturday morning.

BANISHEE RETURNS TO GAOL

Sentences totalling 12 months' hard labour, were imposed on Yip Kwong, unemployed, by Mr. E. L. Wynne Jones at the Central Magistracy this morning, for breaking and entering house No. 129 Gloucester Road and stealing clothing and money.

He was also charged with returning to the Colony from banishment. He was banished last year for a period of 10 years.

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DB1323—Hobbies Clapham and Dwyer.

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IMPROVEMENT
CONTINUES ON
WALL STREET

(Continued from Page 6).

"Wheat:—The Government crop report has caused an advance. While we believe that the move will extend further, we would suggest caution against following the advance too much."—Reuter.

E. A. Pierce Co.'s Report:—In their market report, the American Oriental Finance Corporation, correspondents for Messrs. E. A. Pierce and Company, New York state:

"Stocks: The market gave evidence of quiet strength more than anything else. A substantial portion of the buying was of an investment nature looking for income. There was some resistance but it looks as though the buying factor will remain stronger than the selling influence. Business done—650,000 shares.

"Wheat: The Government report was the all important factor in the market to-day, prices advancing to the limit which, therefore, checked any further advance. Southwest receipts were small, while local offerings were much larger. The Winnipeg market felt the report and also Chicago buying.

"Cotton: The weekly weather review was bullish, reporting hard rain in San Antonio for the first time in two months, and there was large Trade and general buying. The most critical cotton periods hang on weather conditions and there is a possibility of witnessing in the cotton market such activity as that experienced in the grain market.

"Silver: After a very mixed opening, due to a few scattered market orders, prices settled back with trading virtually at a standstill."

Night Telegram

The following telegram was re-

ceived from New York during the night service:—

"At the opening the trend of the market was upward and the volume of business was fairly sustained.

"The silver market was unsettled at the opening in a scattered market and orders were executed with no consideration for differences. Control buying was absent from the market.

"The Cotton market came in for fairly general good demand, this meeting selling on the scale-up. The tone of the market was steady."—Reuter.

Latest Quotations
The following quotations have been received through Messrs. S. E. Levy and Company and the American Oriental Finance Corporation:

	New York, Yesterday.	Last To-day's	Close
N.Y./London			
Cross-Rate	5.04 1/2	5.04	
N.Y. Cotton—Oct.	12.64	13.00	
N.Y. Silver—Sept.	46.90	47.20	
Chicago Wheat—Sept.	83 1/2	83 1/2	
N.Y. Rubber—Sept.	15.04	15.15	
Chicago Corn—Sept.	58	62	
N.Y. Silver (business done price)	46 1/2	46 1/2	
San Fran. Silver (business done price)	46 1/2	46 1/2	
(Dow Jones Avg.)			
Aves. - Aves. Change			
30 Industrials	98.07	98.67	0.60 up
20 Ralls	44.18	44.19	0.01 up
20 Utilities	23.70	23.72	0.02 up
40 Bonds	94.94	95.09	0.15 up
11 Commodity			
Index	58.47	58.34	1.87 up
15 LEADING STOCKS			
Amer. Can.	100 1/2	99 1/2	
Amer. Smelting	42 1/2	41 1/2	
Amer. Tel. & Tel.	118 1/2	115 1/2	
General Motors	29 1/2	29 1/2	
Internat. Tel. & Tel.	13 1/2	13 1/2	
McIntyre Petroleum	50 1/2	49 1/2	
Du Pont de Nemours	39 1/2	39 1/2	
Edg. Bond & Share	15 1/2	15 1/2	
General Motors	29 1/2	29 1/2	
Internat. Tel. & Tel.	13 1/2	13 1/2	
McIntyre Petroleum	50 1/2	49 1/2	
National Distillers	23 1/2	23 1/2	
Montgomery Ward	29 1/2	29 1/2	
N.Y. Central	29 1/2	29 1/2	
Socoy-Vacuum	18 1/2	18 1/2	
Union Pacific	121 1/2	120 1/2	
United Aircraft	19 1/2	18 1/2	
U.S. Steel	41 1/2	40 1/2	
Westinghouse E. & M.	88 1/2	87 1/2	

STAN MCCABE STILL LEADS TEST BATSMEN

CONSTRUCTION
OF RAINBOW IS
NOW NO SECRET

Built To Challenge
Sir Thomas Lipton

MOST SATISFACTORY HULL
FOR SAIL SPREAD

(By A. Heckstall Smith)
London, June 14.
Mr. Sopwith's America's Cup challenger Endeavour and Mr. W. L. Stephenson's Velsheda will sail their second trial race to-morrow under the flag of the Lynton Yacht Club. The course will be in the open sea at the western end of the Isle of Wight.

At the same time as these trials are being sailed other trials are taking place in America between the three prospective defenders—Yankee, Westamoe and Rainbow.

I am able to publish for the first time the reason why Mr. Harold S. Vanderbilt and the syndicate of American millionaires who own the Rainbow decided to build a new boat when they already owned the winner of the 1930 Cup series, Enterprise.

In the spring of 1931 it was rumoured that the late Sir Thomas Lipton would challenge again in 1932.

Thus, throughout the summer of 1931 Mr. Starling Burgess, designer of Enterprise and Rainbow, spent most of his time developing models for an 82-foot Cup challenger in the towing tanks of Michigan University.

RAINBOW'S HULL
The result of these tests was Rainbow, and I am assured by her designer that the yacht, 82 feet on the waterline, is the most satisfactory hull that can be driven by 7500 square feet of sail, which is approximately the maximum allowed under the "J" Class rule.

Mr. Charles Nicholson, Endeavour's designer, by building his boat 83 feet on the waterline, evidently disagrees with his great American rival.

The difference of one foot in length makes a vast difference even in large vessels such as Endeavour and Rainbow. The burning question is which designer has selected the right length to be driven by the fixed horse-power, which is 7500 square feet of sail.

Both Yankee and Westamoe have been considerably altered since they were built four years ago, so that the speed of all three American boats is still practically an unknown quantity.

BABE RUTH BOOKED
FOR THE ORIENT

Coming In Autumn With
Baseball Team.

New York, July 5.
Babe Ruth, the one-time "King of Swat," will join the team of big league baseballers on their world tour this autumn, when they expect to play in Japan and Australia and possibly China.

The Babe told the United Press that he expects to be a player-manager in the big leagues' next season.

He intimated, however, that he had not received any definite offers, he had no particular part in mind, and it was even possible that he would retire from baseball completely.—United Press.

YOUNG GOLFER FOR
SOUTH AFRICA

To Aid W. Smith

London, June 14.
James Ockenden, jun., the 22 years old golfer who has been assistant to his father at the North Middlesex Golf Club, has sailed for South Africa.

He is to take an assistant's post with W. Smith, the professional to the Royal Cape Club at Wynberg, Capetown.

WORTHY CHAMPION
DEMPSEY TOUCH ABOUT
MAX BAER

LIKELY TO HOLD TITLE FOR YEARS

London, June 16.
Those who followed Carnera's early career in Europe, including his two fights with Stribling, must be unanimous that the new champion, Max Adelbert Baer, of Omaha, is a world's champion fit to rank with the best in history.

When Carnera was in England the only conclusion was that if anyone could teach this magnificently built giant to box he would be unbeatable.

In America he did learn to box. He outboxed Tommy Loughran for the world's championship. What he could not learn was to hit his full weight of between 18 and 20 stones.

Baer, though conceding four stones, produced the Dempsey touch. Just as Dempsey smashed the giant Jess Willard in 1919, so Baer smashed Carnera.

It is a good thing for boxing, for the world had begun to fear that heavyweight boxing would become an affair merely of producing one man bigger than the last.

Not Italian Giant's First Beating
Carnera had been beaten before. But never suffered the ignominy of a technical knock-out. He lost to Young Stribling on a foul in the return match in Paris in 1929, and he was beaten on points by Jimmy Maloney, of Boston.

Then in 1931 Jack Sharkey managed, to outpoint him, and in 1932 Larry Gains beat him on points at the White City.

It is doubtful whether he will ever be world's champion again.

HE WILL PROBABLY NEVER IMPROVE FURTHER, WHILE BAER IS LIKELY TO REMAIN CHAMPION FOR YEARS. BAER'S NEXT MATCH IS EXPECTED TO BE AGAINST WALTER NEUSEL, THE GERMAN.

Baer, who was born at Nebraska on February 11, 1909, has both German and Jewish blood in his veins. He stands 6 ft. 2 1/2 in., weighs 14 st. 10 lb., has a reach of 80 in.

STARVING BOXER
DIES

Collapses After Fight
At Prague

WINNINGS TO HELP SISTER

Prague, June 14.
A story of poverty and hardship lies behind the death of Jan Odincow, the young Russian boxer, who had gained great prominence in the Prague ring through his sterling displays.

Odincow was fighting Kurt Stary at the Winter Stadium at Prague, before a crowd of 9000 when, at the finish of the sixth round, he collapsed in his corner, and was taken to hospital.

He died shortly after admission.

In Poverty
His death was attributed to a violent brainstorm, but it was also found that his end was caused by under-nourishment.

He had entered the ring without having eaten anything for two days.

It was discovered that he was living in poverty because all his winnings had to go to support a young sister and to carry on his studies in medicine.

The sister, after her brother's death, drew 800 crowns, the sum which the young boxer would have received for his fight.

JACK DEMPSEY'S
GENEROSITY.

Claim Waived To Share
Of Baer's Takings.

BAER AND CARNERA BOTH
SUED BY WOMEN

New York, June 15.
Receipts for the Baer-Carnera fight were \$85,000. Carnera received \$27,102, and Baer \$9,034. Baer would have got even less had it not been for a sporting action by Jack Dempsey, to whom he is under contract. Dempsey waived his claim to 7 1/2 per cent. of the champion's takings.

Carnera's share goes to a receiver in connection with the breach of promise suit against him.

Baer, who is being sued by a young woman for \$10,000, declared to-day that he was going to abandon the role of the "great lover." "I am through with women and night clubs," he said. "I am going to save money."—Reuter and Central News.

DUKE OF NORFOLK HONOURED

The Duke of Norfolk has been nominated by the Jockey Club to serve as one of the two members of Tattersall's Committee. The other member is Sir William Bass.

WRESTLING MATCH
ENDS IN RIOT

Astonishing Scenes
In Johannesburg

AUDIENCE PELT RING

Johannesburg.
Astonishing scenes were witnessed at the wrestling match at the Wanderers between Bob "Bullet" Myers and Ben Sherman.

First the crowd were surprised to be told that Emil Dusek, the heavyweight, who was billed to meet Myers, was ill, and was unable to appear.

They were more surprised, then chagrined and finally angry, when Sherman failed to give his customary thrills, and foiled all Myers' attempts to make a "go" of it.

Pennies, burning cigarette ends, match-boxes, cushions and handkerchiefs filled with sand pelted the ring, hitting the two wrestlers several times.

Community singing broke out and derisive taunts and clapping became general, and finally hundreds of people surrounded the ring clamouring for their money back.

They surrounded Mr. Harry Carter, M.P.C., chairman of the Transvaal National Sporting Club, who had taken the unprecedented step of stopping the contest in the middle of a round to admonish the men.

Ring Stormed

When the final gong sounded, men swarmed into the ring and two Press tables collapsed, fortunately without serious injury to anyone.

Mr. Carter announced that next week a free show would be given as compensation, but this failed to placate the crowd.

A bodyguard of police was formed around Mr. Carter, who found his way outside the ground, where he was hemmed in.

With playful sallies he kept those around him in fairly good humour. He mounted a turnstile and offered to hand out tickets there and then. This was still received with scorn, and then Myers arrived and, mounting the same turnstile, said:

"Please don't make a fuss about it. I have done my best as usual. As an indication of my good faith and intentions, I would not hesitate in giving my end of the purse for distribution among you."

By now the crowd were beginning to go home, some carrying chairs with them "to get their money's worth."—Reuter.

FRENCH LONG DISTANCE
BICYCLE RACE

Paris, July 6.

The third lap of the French bicycle race, between Charleville and Metz, was won yesterday by Lapébie. Antoine Magne still leads in the general ranking.—Havas.

America Leads On First
Day's Play

(Continued from Page 4)

When Miss Palfrey had missed an easy smash to give her the eleventh game, it looked as if Miss Round's recovery would be rewarded.

One had reckoned without the American's service talent in the next game. She won it to love most gallantly.

Then Miss Round double faulted with new balls, lost the vital thirteenth game, and Miss Palfrey, cool and confident, served her way home in the next. She deserved her triumph.

Miss Scriven Beaten
Then Miss Jacobs, looking very athletic in shorts, defeated Miss Scriven with the loss of only two games—one in each set. The holowness of the result—it was virtually a rout—came as a complete surprise.

Only in the last game, when all was apparently lost, did Miss Scriven hold the American champion. As one had ventured to anticipate, the Paris match between these two was not a reliable guide to a grass court contest.

Miss Scriven could never get her teeth into the match, and the fact

LEYLAND
NEXT

VERITY HAS
BIG ADVANTAGE
OVER O'REILLY

HAMMOND HEADS
FIELDSMEN

GRIMMETT'S 90 MAIDENS

Stanley McCabe, Australia's No. 4 batsman, heads the Test cricket batting averages with 75.20 as against Maurice Leyland's 71.50.

Headley Verity still leads the bowlers with 14.14, W. J. O'Reilly being next with 21.74.

As a fieldman "Wally" Hammond, though he did drop an important catch in the Old Trafford Test, is outstanding with 9 catches to A. G. Chipperfield's six.

Complete statistics for the first three Tests are as follows:

BATTING	I.	R.	H.	S.	Avg
McCabe	6	378	137	1	75.20
Leyland	4	288	153	0	71.50
Allen	1	61	64	0	61.00
Walters	5	243	82	1	59.75
Sutcliffe	5	238	69	1	59.50
Hendren	4	233	132	0	58.25
Ames	4	211	120	0	52.75
Brown	6	274	105	0	45.66
Chipperfield	5	180	99	1	44.00
Verity	4	89	60	2	44.50
Ponsford	4	100	53	1	33.33
Woodfull	5	166	73	0	33.20
Bradman	5	133	36	0	26.60
O'Reilly	5	97	30	2	22.23
Geary	3	62	33	0	20.60
Wyatt	2	33	33	0	16.50
Oldfield	5	66	23	1	18.50
Darling	5	65	37	0	13.00
Grimmett	5	51	39	1	12.75
Hammond	4	47	25	0	11.75
Pataudi	2	22	12	0	11.00
Wall	4	19	18	1	6.33
Mitchell	2	5	4	1	5.00
Bromley	2	5	4	0	2.50
Hopwood	1	2	2	0	2.00
Clark	1	2	2	0	2.00
Carnes	3	2	1	0	0.66
Bowes	1	10	10	1	—

BOWLING	I.	R.	H.	S.	Avg
Verity	167.3	68	297	21	14.14
O'Reilly	168.4	68	413	19	21.74
Farnes	81.2	18	228	10	22.80
Bowes	45	9	122	4	30.50
Grimmett	28	3	37	10	37.20
Hammond	72.3	17	211	5	42.20
Chipperfield	48	11	145	3	45.33
Wally	38	17	203	4	50.75
Wall	130	19	379	5	75.80
McCabe	72	12	185	2	92.50
Mitchell	34	6	108	1	108.00
Clark	44	10	116	1	116.00
Allen	37	3	136	1	136.00
Hendren	1	0	4	0	—
Leyland	5	1	15	0	—
Darling	16	2	51	0	—
Hopwood	47	25	62	0	—

FIELDSMEN'S CATCHES

Hammond (9), Chipperfield (6), Verity (4), McCabe (3), Sutcliffe (2), Geary (2), Hendren (3), Grimmett (1), Wall (1), Ponsford (2), Bromley (1), Leyland (1), Walters (3), Darling (1), O'Reilly (1), Sub. (1) and Wyatt (1).

WICKET-KEEPERS

Oldfield stumped three and caught four. Ames caught six.

RUNS PER WICKET

England: 1599 runs or 39 wickets—41 average.

Australia: 1609 runs for 41 wickets—39.4 average.

APPEAL TO PRIVY COUNCIL

\$85,000 Bonham Strand Property Disputed.

APPLICATION GRANTED

The dispute over the \$85,000 property at Bonham Strand West, which has been before the Court on several occasions and lately on June 21 before the Chief Justice, Mr. A. D. A. MacGregor and the Puisne Judge, Mr. P. Jacks, sitting as a Full Court of Appeal, was again brought up at the Supreme Court this morning before a Full Court with the Chief Justice and the Puisne Judge.

Mr. Leo D'Almada Jr., instructed Mr. M. K. Lo and representing the appellant, Li Tse-shi, a widow of No. 71 Shantung Road, Mongkok, and administratrix of the estate of Li Woon-nam who died in 1925, made an application for leave to make a formal appeal to Privy Council.

Mr. D'Almada also applied for three months within which to raise the necessary security and a further three months to prepare the records.

Mr. F. C. Jenkin, who appeared for the respondent, Pong Tsoi-ching, of Shatin, New Territories, and instructed by Mr. E. Davidson, asked for the appeal to be expedited, observing that the sale of the property, which was the subject of this matter, had taken place three years ago and it had taken nearly 2½ years to arrive at this stage.

He considered that it was highly inconvenient and embarrassing to the respondent to be made to wait all that time. When the appellant had sought to set aside the present decision of the Court she had taken practically the whole of the six months, he said.

The Chief Justice granted leave to appeal on the conditions that security in the sum of \$5,000 be paid within one month, and that the records be prepared within a further three months.

SAILOR WHO LEFT CAMERA BEHIND.

\$10 Fine For Chinese Who Saw His Chance.

A fine of \$10, in default 14 days imprisonment, was imposed on Chuen So-lam, unemployed, by Mr. Q. A. A. MacFadyen at the Central Magistracy this morning, for being in possession of a kodak camera and case on Tuesday.

Detective-Sergeant Goodwin said that accused was arrested in Wing Lok Street, while attempting to pawn the camera.

After the man was arrested, he admitted to Police that he was soliciting for a sly brothel in Swatow Lane, to which place he took a sailor, the owner of the camera. After the sailor had left and had forgotten his camera, accused returned to the place and took possession of it.

The camera is being retained by the Police, and will be auctioned, if unclaimed, after six months.

RAILWAY PARLEYS OPEN HONG KONG.

(Continued From Page 1)

"We hope to draw up an agreement which will benefit both parties," said Mr. Woo Kai-yin.

It is, however, understood, following the interview obtained by the China Mail correspondent in Canton before the Chinese representatives left for Hong Kong yesterday, that the main discussion would deal with the sharing of profits, and that the Chinese section hoped to be able to secure 80 per cent. of the receipts instead of the present ratio of 65.

MUTUAL CO-OPERATION
There will be other discussions between the Canton and Kowloon sections on mutual co-operation on the operation of this international railway, according to Mr. Woo, and details of the negotiations and conclusions will be announced in three or four days.

The British section, it is learned, will bring up the question of loans advanced to the Chinese section in connection with the hiring of British locomotives and the purchase of new locomotives for the Chinese section, as well as other orders.

The Canton-Kowloon Railway is 110 miles long, of which 21 miles comprise the British section.

BRITAIN MAY PLACE LEVY ON BEEF IMPORTS

AID FOR CATTLE FARMERS.

BONUS ON CARCASSES

London, To-day.

Major Walter Elliot, Minister of Agriculture, yesterday announced in the House of Commons that an emergency measure would be introduced forthwith providing for payment, in a rate not exceeding 5/- per live hundredweight, and 9/4d. per hundredweight deadweight, to producers of certain classes of cattle sold for slaughter in the United Kingdom between a date, not earlier than April 1, 1934, and March 31, 1935.

Payments would be made from the "Cattle fund" and authority would be sought without delay for making temporary advances to that fund, from the consolidation fund, of an amount not exceeding £3,000,000.

Major Elliot stated that the problem had been approached by the Government with the intention of framing proposals which could be brought into operation immediately to deal with the beef situation and would lead up to the formation of a permanent policy.

BEST SOLUTION
The Government were of the opinion that a plan based on a levy on regulated imports and payments to producers, afforded the best long-term solution and one which would hold the balance evenly between the producer and the consumers.

The Government would, therefore, hope in its long-term plan to establish, under control, and manage a permanent commission fund into which would be paid, in due course, the proceeds of such a levy, and out of which would be paid such payments to producers of livestock in the United Kingdom as might be justified by the market situation and as might, from time to time be determined.

PROBLEM FOR DOMINIONS
It would be an essential function of the commission to co-operate with any producers' marketing organisation and other interests concerned in the reform of the marketing and slaughtering system with a view to greater economy and efficiency which was indispensable to further the prosperity of the livestock industry.

Discussions with representatives of the Governments of the Dominions and the Argentine had been opened but, in the absence of consent to the proposals for a levy, the only action open to the Government, so far as imports of meat was concerned, was by a further regulation of supplies designed, first, to hold the position for the time being and, secondly, to bring about a material improvement in the market position.

SERIOUS EFFECT
Action on an extended scale would present problems of a serious nature to certain Dominion Governments and, in view of this, the United Kingdom Government were anxious to allow time for further examination of the situation before determining the extent of the action required.—British Wireless Service.

MEDIATION IMPOSSIBLE IN SAN FRANCISCO

(Continued From Page 1)

LAYING IN PROVISIONS
San Francisco, To-day.
The shippers have agreed to accept arbitration by the Labour Disputes Board in the waterfront strike.

Householders here are laying in stocks of provisions in case a general strike is declared.

Tension is still very great.—Reuter.

ARBITRATION ACCEPTED

San Francisco, Later.
The Waterfront Employers' Union and also 32 shippers have agreed to unqualified arbitration under conditions of the President's board.

Mr. Cushing said that in the event of a strike, what the committee accepts the Rank and File must ratify.—United Press, per S.E. Levy and Company.

The Women's Auxiliary of the Society for the Protection of Children desires to acknowledge with grateful thanks a donation of \$5 from Mr. P. L. Collison, in memory of the late Mr. J. M. Walker.

COLLEGE STUDENT "BUYS" CAR

Proves Easy Dupe For "Salesman."

FINANCED BY EUROPEAN IN SHANGHAI

Further evidences were taken this morning at the Central Magistracy before Mr. E. W. Hamilton, in the case of Henry Wong, an 18-year-old former Queen's College student, who was charged yesterday morning with driving car No. 293, belonging to Mr. T. M. Fung, without a driver's license and without the owner's permission to drive the car, on Island Road, near Deep Water Bay, resulting in a crash causing damage to the extent of \$173.

The Indian driver, Yakob Khan, who was also charged with driving the same car without the permission of the owner, was discharged by Mr. Hamilton, saying that he was ignorant enough to permit himself to teach the accused to drive, when he was not in possession of a learner's license. Mr. Hamilton said that he would have the I.G.P. say something to him.

Traffic-inspector Nicoll stated that Wong told the Indian driver to drive him for three hours for the sum of \$10, and that while Wong was driving the car from No. 7 Police Station to Shaikwan, the car was damaged to the extent of \$173.

BOGUS SALE
Wong said that last Saturday, a man named "Yip" drove the car down to Wanchai and asked him to buy the car for \$400. He had already paid "Yip" \$250, but did not get a receipt, as the man told him that he would get it after the balance was paid. The man told him to go to Statue Square where the car was parked and said that he could have the car.

On Monday morning, he engaged the Indian driver to teach him how to drive, at a fee of \$10 for three hours. The Indian drove him out to No. 7 Police Station, from where he took over the wheel. The car was damaged before they reached Shaikwan.

When questioned by Mr. Hamilton as to how he could afford a car, defendant said that a man named R. C. Mitchell in Shanghai sent him \$85 each month, and that he would arrive here within a week.

After further evidence was taken, the hearing was adjourned for 48 hours, accused being remanded under Police custody.

U. S. MARINES LEAVE HAITI

To Be Transported By August 15.

Washington, To-day.
In accordance with President Roosevelt's executive order for the evacuation of the United States marines from Haiti, Rear-Admiral Stanley has ordered sufficient vessels to proceed there to provide transport for 47 officers and 517 men by August 15.

President Roosevelt, speaking partly in French at the Union club at Cape Hatien, Haiti, on July 5, said that American Marines would be withdrawn from Haiti in about a month or six weeks.

He said he hoped that the Marines, who have been in Haiti since 1915, would always be remembered as friends who tried to help the Caribbean republic.

HAITI CHAOS
The Marines moved into Haiti to prevent chaos after 167 political prisoners had been massacred in gaol, and President Sam dragged from the French legation and slain.

President Roosevelt's announcement revealed that the Americans would be withdrawn months earlier than originally planned as the previous deadline under an executive agreement was December 31 of this year. In the meantime the Garde d'Haiti, which has had American officers, is to be completely Haitianized.

An American fiscal representative however is to remain until the extinction of a 1922 loan of \$23,600,000, expected about 1942.

Cheung Mak-pak, a boarding-house runner, who was removed to the Government Civil Hospital last night in an unconscious condition from No. 412 Des Voeux Road West, died at the Hospital soon after admission. Opium poisoning is suspected.

To-day's Short Story.

YES, IT SURE IS TERRIBLE

By Ellis Parker Butler.

THE day was Friday and the time a few minutes after noon, and Henry Black stood on the courthouse steps trying to decide which of the nearby lunchrooms to patronise before he took the subway for home. As he stood there Mr. Peck, the distinguished-looking man who had been foreman of the jury that had handled the last case, came out of the courthouse and spoke to Mr. Black.

"Black, am I right?" asked Mr. Peck. "My name is Peck."

"Oh, yes, I know, Mr. Peck," said Mr. Black, pleased that the foreman should remember his name. "Yes, indeed!"

"Are you going to have lunch before you go home?" Mr. Peck inquired. "The Star over there is a fairly good place. Nothing fancy, but clean. Good food. If you are not waiting for anyone—"

"Why, no," said Mr. Black. "That will be fine."

They went down the steps together and crossed the plaza to the Star, and in a few minutes were seated face to face at one of the small tables.

To Mr. Black the period of jury duty just ended had been a nuisance. He was the owner of a small neighbourhood notion store, a mile or so from Flushing's main street, and his absence had been especially inconvenient because his daughter Ardene had chosen this same week to be away.

Mr. Black's clerks were his two daughters, Ardene and Marjorie, and an invitation to auto tour with her friend, Alice Mallet, had seemed to Ardene too good to refuse. With both Mr. Black and Ardene away Mrs. Black had been obliged to go behind the counter for several days.

Although Mr. Black's notion store was small, it supported the family quite well. Being a neighbourhood shop, Mr. Black's emporium

was able to get excellent prices. He might ask five cents for a roll of white-tap but he could get it; it did not pay his customers to spend ten cents in bus fare, to go down town and get two rolls for five cents.

Mr. Black lived in a rented house and, because of the depression, the rent had been reduced from 75 dollars to 50 dollars a month. The rent of his shop, for which he had paid 90 dollars, had been cut to 65 dollars.

In fact, Mr. Black had profited by the depression. The women of the neighbourhood, who would have otherwise gone to Main-street or New York to make purchases, now ran into Mr. Black's shop more often, and his sales had increased.

Mr. Black had been able to have his delivery auto, which was a sedan with a board in each of the rear side windows, painted. The decline in stocks had not bothered him because the only stock he owned was Texacova Oil stock.

There were no dividends, no oil, no oil wells, and in 1919 the Texacova Oil Company, Inc., went into receivers' hands, went bankrupt, blew up with less noise than that made by a pin falling on a feather bed, discontinued, disappeared and ceased to be.

That had been a lesson to Mr. Black. He avoided all stocks and bonds as if they were poison, put his money in a bank, and gave all his time to his business. He met few men. He had almost no chance to talk about the depression, as most men did.

"Some of the judges eat here," said Mr. Peck, when the smiling waitress had taken their order in the Star Restaurant. "A very decent place."

"One thing, anyway," said Mr. Black, looking around, "it's not crowded here."

"The depression," said Mr. Peck. "It hits everything. You feel it, I suppose, just as all of us do. We bankers are not the only ones hit."

"Do we feel it?" exclaimed Mr. Black. "Why, if I told you, Mr. Peck, how my business—"

He stopped short. "But I suppose the banks are hit hardest. Where did you say your bank was?"

"Brooklyn," said Mr. Peck. "Brooklyn. But I live in Richmond Hill. And you?"

"Flushing," said Mr. Black. "And I live there."

"What line are you in?" asked Mr. Peck.

"I own a—department store," said Mr. Black, hesitating only a second. "Yes, Black's Department Store."

"I suppose your business has felt the slump severely," said Mr. Peck, as if that would be a matter of course.

"Peck," asked Mr. Black earnestly, "will you believe me when I say I had to let 50 per cent. of my help go the first of this week?"

"I don't doubt it. And you're lucky, at that. Now, my stocks and bonds—"

"Ah!" exclaimed Black, beginning to feel the joy of the popular sport of telling how bad everything had become. "Do you need to tell me? Stocks! I have one lot of stocks—well! Did I take a loss? Believe me!"

"Steel?" asked Mr. Peck. "General Motors?"

"My whole list, if it comes to that," said Mr. Black, with an inclusive wave of his hand. "Oil, Steel, Motors, everything."

"And my second mortgages," said Mr. Peck.

"Secured—and firsts," agreed Mr. Black who was now enjoying deep depression talk to the full. "That's where the real wallop hit me. And real estate. Peck, I don't know what we're coming to."

(Continued on Page 10.)

TO-MORROW'S STORY

To-morrow's story will be "Portrait Of A Queen," by Kathleen Rivett.

In 1918, after a persistent sales-hours, Mr. Black had bought 100 man had talked to him for three shares of Texacova Oil stock at one dollar a share. After Mr. Black had bought the stock nothing happened.

There were no dividends, no oil, no oil wells, and in 1919 the Texacova Oil Company, Inc., went into receivers' hands, went bankrupt, blew up with less noise than that made by a pin falling on a feather bed, discontinued, disappeared and ceased to be.

That had been a lesson to Mr. Black. He avoided all stocks and bonds as if they were poison, put his money in a bank, and gave all his time to his business. He met few men. He had almost no chance to talk about the depression, as most men did.

"Some of the judges eat here," said Mr. Peck, when the smiling waitress had taken their order in the Star Restaurant. "A very decent place."

"One thing, anyway," said Mr. Black, looking around, "it's not crowded here."

"The depression," said Mr. Peck. "It hits everything. You feel it, I suppose, just as all of us do. We bankers are not the only ones hit."

"Do we feel it?" exclaimed Mr. Black. "Why, if I told you, Mr. Peck, how my business—"

He stopped short. "But I suppose the banks are hit hardest. Where did you say your bank was?"

"Brooklyn," said Mr. Peck. "Brooklyn. But I live in Richmond Hill. And you?"

"Flushing," said Mr. Black. "And I live there."

"What line are you in?" asked Mr. Peck.

"I own a—department store," said Mr. Black, hesitating only a second. "Yes, Black's Department Store."

"I suppose your business has felt the slump severely," said Mr. Peck, as if that would be a matter of course.

"Peck," asked Mr. Black earnestly, "will you believe me when I say I had to let 50 per cent. of my help go the first of this week?"

"I don't doubt it. And you're lucky, at that. Now, my stocks and bonds—"

"Ah!" exclaimed Black, beginning to feel the joy of the popular sport of telling how bad everything had become. "Do you need to tell me? Stocks! I have one lot of stocks—well! Did I take a loss? Believe me!"

"Steel?" asked Mr. Peck. "General Motors?"

"My whole list, if it comes to that," said Mr. Black, with an inclusive wave of his hand. "Oil, Steel, Motors, everything."

"And my second mortgages," said Mr. Peck.

"Secured—and firsts," agreed Mr. Black who was now enjoying deep depression talk to the full. "That's where the real wallop hit me. And real estate. Peck, I don't know what we're coming to."

(Continued on Page 10.)

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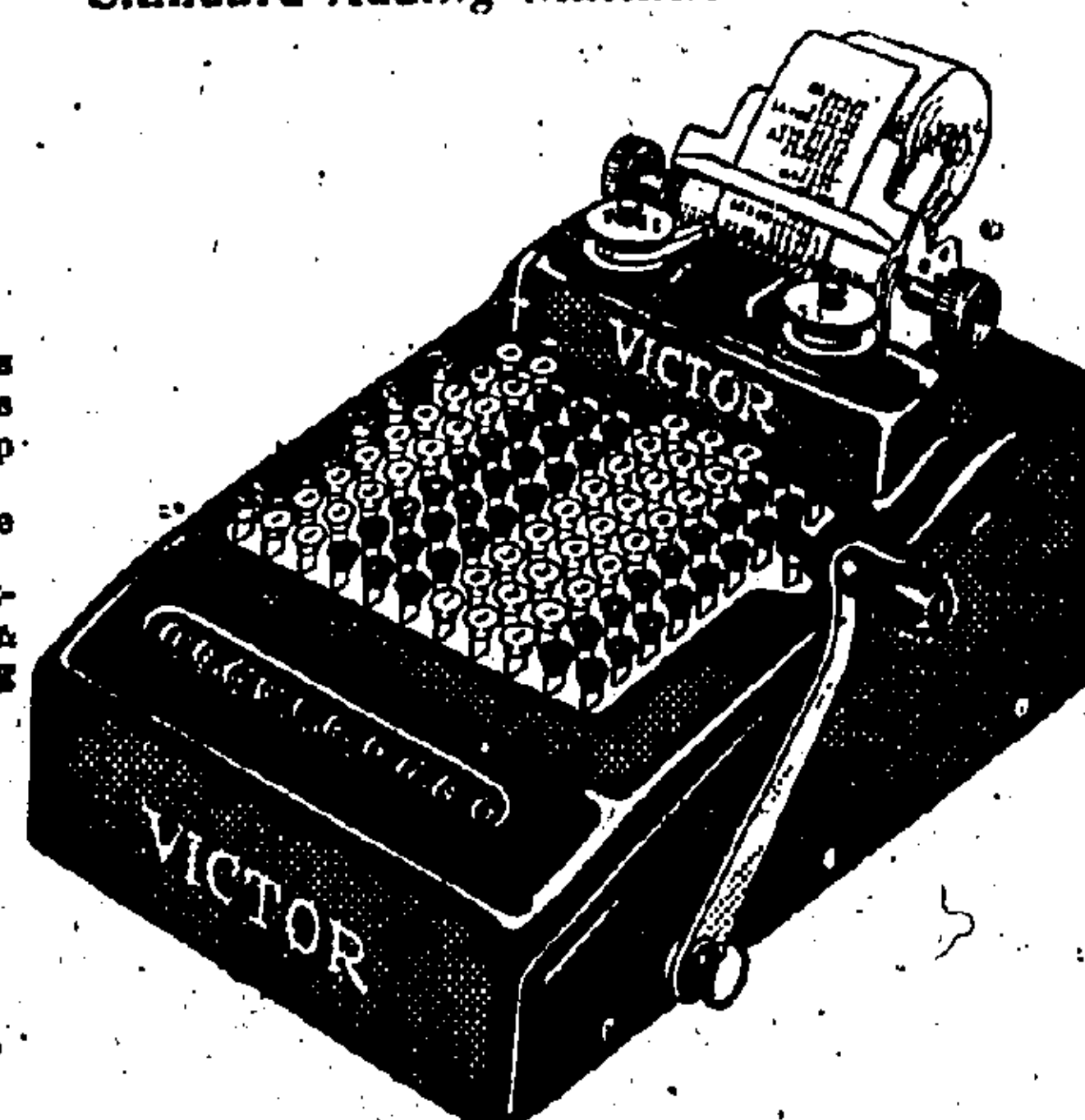
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PURGE FOR PURITY TAKES NEW ANGLE

(Continued From Page 1)

If mixed bathing is contrary to good morals, the same objection can be levelled against young men and women walking abreast in the public street, he holds. Such company, in his opinion, will lead to undesirable results.

The South-west Political Council has not yet considered this petition. Even the prohibition on mixed bathing is hard to be enforced.

Only the swimming beach in Western Outskirts provides separate bathing places for men and women. Nevertheless, they can swim far out and mix together again. They climb on the raft and enjoy each other's company.

The beaches in Tungshan have not yet enforced the ruling on mixed bathing. In these hot days, young men and girls are enjoying together a good dip in the river without warning about the official ban.

(Continued on Page 10.)

TYPHOON SIGNAL RAISED

(Continued From Page 1.)

The Royal Observatory informed the China Mail this morning that no further information was to hand, other than that the typhoon had formed. It is not likely to be the same typhoon about which a warning was issued by the Manila Observatory yesterday, said Mr. C. S. P. Haywood, of the Observatory Staff.

The official weather report, issued at the Royal Observatory this morning, reads: "Pressure is high in the vicinity of the Bonins, and relatively low over North China and the China Sea. A small depression or typhoon is situated about 150 miles east-south-east of Hong Kong, apparently moving north-west."

M. G. Dufauré de la Prade, the Consul-General for France, will be "at Home" at his residence, No. 18 Peak Road, on July 14, between 11.30 a.m. and 12.30 p.m. on the occasion of the Fete Nationale.

LOYD TRIESTINO

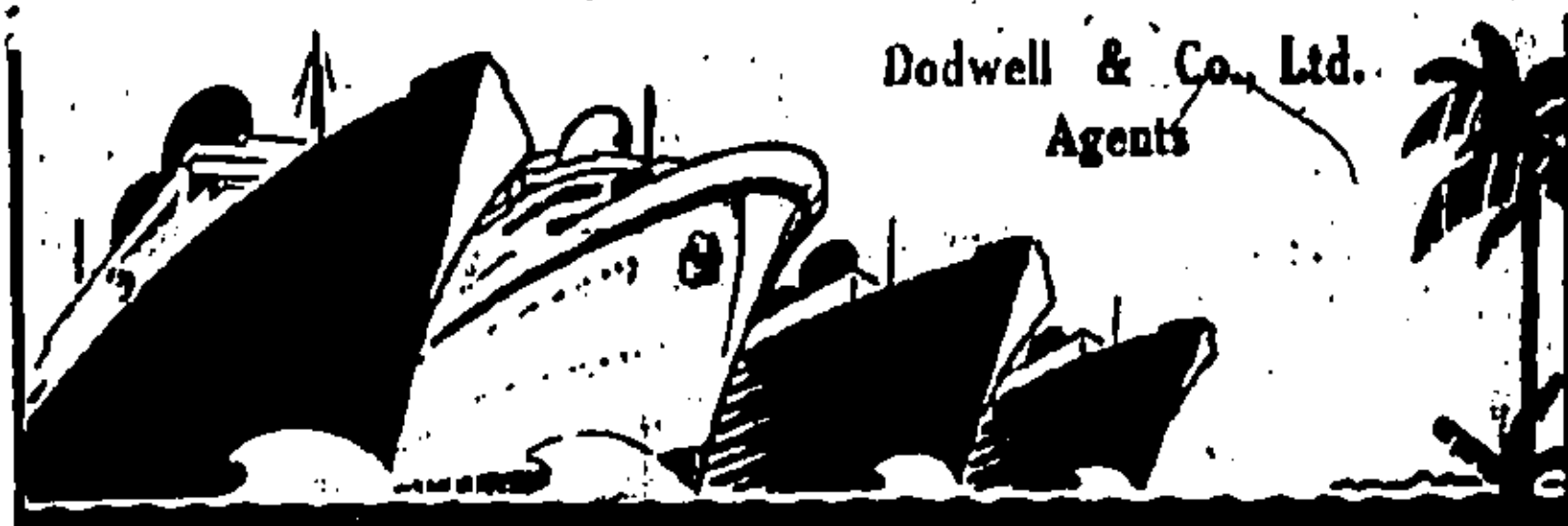
FLOTTE RIUNITE LOYD TRIESTINO-MARITIMA ITALIANA-SITMAR

EXPRESS PASSENGER SERVICE

S.S. "GANGE" for Italy (London) 15th July
S.S. "CONTE VERDE" for Shanghai 2nd Aug.

Freight Service.

M.V. "TERGESTEA" for Shanghai & Japan ... 17th July
M.V. "TERGESTEA" for Italy via ports 15th Aug.



General Passenger Agents in the Orient for Cunard White Star Line

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.	
CHICHIBU MARU (omit Shanghai)	Friday, 10th Aug.
TATSUTA MARU	Wednesday, 15th Aug. at 10 a.m.
ASAMA MARU	Wednesday, 5th Sept. at 10 a.m.
Call Nagasaki.	
SEATTLE & VANCOUVER.	
HIYE MARU (starts from Kobe)	Monday, 30th July
HEIAN MARU (starts from Kobe)	Monday, 13th Aug.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM	
KASHIMA MARU	Saturday, 21st July
YASUKUNI MARU	Friday, 3rd Aug.
HAKONE MARU	Saturday, 18th Aug.
SYDNEY & MELBOURNE via Manila & Ports.	
KAMO MARU	Saturday, 28th July
KITANO MARU	Saturday, 25th Aug.
BOMBAY via Singapore, Penang & Colombo.	
IMAYEBASHI MARU	Sunday, 29th July
GINYO MARU	Saturday, 11th Aug.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
BOKUYO MARU	Monday, 30th July
NEW YORK via Panama.	
YAKETOYO MARU	Tuesday, 17th July
YASUKA MARU	Sunday, 12th Aug.
LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.	
DURBAN MARU	Saturday, 14th July
CALCUTTA via Singapore, Penang & Rangoon.	
YAMOKI MARU	Saturday, 14th July
YENANG MARU	Sunday, 29th July
YAGATO MARU	Wednesday, 8th Aug.
SHANGHAI, KOBE & YOKOHAMA.	
KITANO MARU (Nagasaki direct)	Friday, 20th July
SUWA MARU	Sunday, 22nd July
FUSHIMI MARU	Saturday, 4th Aug.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION

NEW YORK via Japan, Los Angeles and Panama. Call Direct at Cristobal, Puerto Colombia, Boston Philadelphia & Baltimore	Tokai Maru	Thurs., 12th Aug.
RIO-DE-JANEIRO, SANTOS, MONTEVIDEO & BUENOS AIRES via Singapore, Colombo, Durban, Port Elizabeth and Cape Town	Montevideo Maru	Tues., 24th July
	La Plata Maru	Thurs., 23rd Aug.
YOMRASA, ZANEBAR, DARS-SALAAM, BEIRA, LOURENCO, MARQUE, DURBAN, PORT ELIZABETH, CAPE TOWN & SOUTH AMERICAN PORTS via Singapore & Colombo	Hawaii Maru	Sat., 4th Aug.
	Arizona Maru	Tues., 4th Sept.
MELBOURNE, BRISBANE, SYDNEY, WELLINGTON & AUCKLAND direct	Melbourne Maru	Sun., 5th Aug.
	Sydney Maru	Wed., 5th Sept.
BOMBAY & KARACHI via Singapore, Penang and Colombo	Hokushin Maru	Thurs., 19th July
	Tamahoko Maru	Tues., 31st July
CALCUTTA via Singapore, Belawan Deli, & Rangoon	Havre Maru	Fri., 20th July
	Himalaya Maru	Wed., 1st Aug.
JAPAN PORTS	Borneo Maru	Fri., 18th July
JAPAN via Takao & Keelung	Panama Maru	Fri., 10th Aug.
KEELUNG via Swatow and Amoy	Canton Maru	Sun., 18th July
TAKAO via SWATOW and AMOY		

† Omitting Manila.

For further Particulars Please apply to:-

OSAKA SHOSHEN KAISHA,
Telephone 23061.

YES IT SURE IS TERRIBLE

(Continued from Page 9.)

"Why, I know a fellow who was worth 800,000 dollars two years ago and to-day he is worth just 3,000 dollars less than nothing. Gave up his three cars—thank heaven I haven't had to give up my cars yet—and tried to mortgage his house. Eighty thousand-dollar house and the best mortgage he could raise was 10,000 dollars. I'm thankful to say I haven't had to mortgage anything. Not yet. But a man can't tell."

"They were well started now. Before their lunch was eaten. Black had lost a million and only hoped he could keep his department store."

"We've got to hope for a turn," Mr. Peck said as they paid their checks. "If we don't have a turn soon everything will be taken away from us—we won't have anything left—stocks, bonds, real estate. A man don't know what he can put his money in."

Mr. Black, assuming the air of one who has suffered the most frightful of losses, nodded gloomily and murmured his agreement.

As Mr. Black climbed the stairs to the subway—which is, oddly enough, an elevated structure until it reaches Flushing—he felt grandly uplifted and inspired. He liked this man Peck, and he believed he had impressed him.

They had had a fine talk, the best talk Mr. Black had had in years, and it had done him good. For a while Mr. Black had been gloriously poor-rich, his imagination had soared to millionaire depths of loss, and he had been able to talk depression without stint. It had been great fun and it had been fun of a kind the busy Mr. Black didn't often get.

From the end of the subway Mr. Black took a bus to within two blocks of his notion shop. His wife was glad he was back. There were five customers in the store, and Mr. Black was back in harness again in a minute after he entered, asking, "What is yours, please?" and taking down boxes from the shelves, comparing cotton yarn with a sample.

The Black home was like many another home. With two pretty young daughters the young fellows swarmed around more or less. Some young fellow named Jack would arrive at the door and ask for Ardene or Marjorie, and another named Billy would ask for Marjorie or Ardene, and for a few weeks everything would be Jack with Ardene, and Billy with Marjorie, and then there would be no more of Jack and Billy, but Tommy and Henry would be dropping in.

Mr. Black could seldom keep them straight. Saturday morning, Mr. Black went down to his breakfast and found his wife ready to pour the coffee.

"Where's Marjorie?" he asked. "I'm letting her sleep awhile," said Mrs. Black. "And, I've news for you, Henry, Marjorie is engaged."

"She what?" "Engaged—engaged to be married. She and Arthur fixed it up last night."

"Well, what do you know about that?" exclaimed Mr. Black. "Which one is it—the one with red hair?"

"Henry! That was Charles; he hasn't been going with Marjorie for weeks. It's Arthur."

"Oh, yes—sure! He's the one with the old Ford painted blue?" "No; that was Bert. You know Arthur, surely, Henry—the nice boy with the curly hair."

"Well, maybe—"

"The boy with the pale blue car, Henry. You met him, don't you remember? Arthur Peck."

"Peck?"

"Yes, Arthur Peck. From Richmond Hill."

"Oh, don't talk like a parrot! Is his father a banker?"

"Yes, I think so. He's something in a bank."

"A Brooklyn bank?"

"Yes, that's it, a Brooklyn Bank."

"Oh!" said Mr. Black. "Oh!"

"He's such a nice boy," said Mrs. Black. "I'm so glad Marjorie picked him. And I am sure his people must be nice, Arthur is so nice."

"Yes," said Mr. Black, "they ought to be nice if he's nice."

"Arthur is going to bring them over to-morrow afternoon to meet Marjorie and us."

"Bring who over?"

"His parents—his father and mother, of course."

"Oh!" said Mr. Black.

"It seems to me you don't seem very much interested," said Mrs. Black a little resentfully. "The first of your daughters to be engaged."

"Oh, I'm interested," said Mr. Black. "Don't get any wrong idea about that—I'm interested."

He was so interested that he gave the wrong change six times during the day. Arthur, of course, came over that evening and asked permission to marry Marjorie, and he was quite frank with Mr. Black.

He was in a broker's house in Wall Street, Arthur said, but the

depression had not bothered them at all—they handled only municipal bonds, and business was actually better than in normal times with so many banks wanting to keep exceptionally liquid. He told Mr. Black exactly how much he was earning and what he thought his prospects were.

Marjorie came then and tore Arthur away. Mr. Black sat staring at the wall—or at nothing.

He saw there, as plainly as when he had sat across the table from Mr. Peck, the banker's distinguished countenance, rather grave and somewhat stern, and he could imagine the look that would come upon it when he discovered that Mr. Black of Flushing had lied enormously and that the department store was a twenty by fifty notion store.

The next afternoon Mr. Black was the most nervous man on Long Island.

"Cursed fool!" he exclaimed, meaning himself, as he prowled from room to room.

"For goodness' sake!" exclaimed his wife. "What's the matter with you, Henry? Go out and take a walk; Marjorie and I have to get this house in some sort of shape before the Pecks come."

(Continued on Page 11.)

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship, "BENDORAN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th July, 1934, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 28th July, 1934, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th July, 1934, at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 7th July, 1934.

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Emp. of Asia	Aug. 10	Aug. 12	Aug. 14	Aug. 16	Aug. 18	Aug. 20	Aug. 22
Emp. of Canada	Aug. 24	Aug. 26	Aug. 28	Aug. 30	Sept. 1	Sept. 3	Sept. 5
Emp. of Russia	Sept. 7	Sept. 9	Sept. 11	Sept. 13	Sept. 15	Sept. 17	Sept. 19

C.P.R. Special Summer Round Trip Tickets to Japan are also interchangeable with N.Y.K. (Pacific Service) P. and O. and M.M. Co.

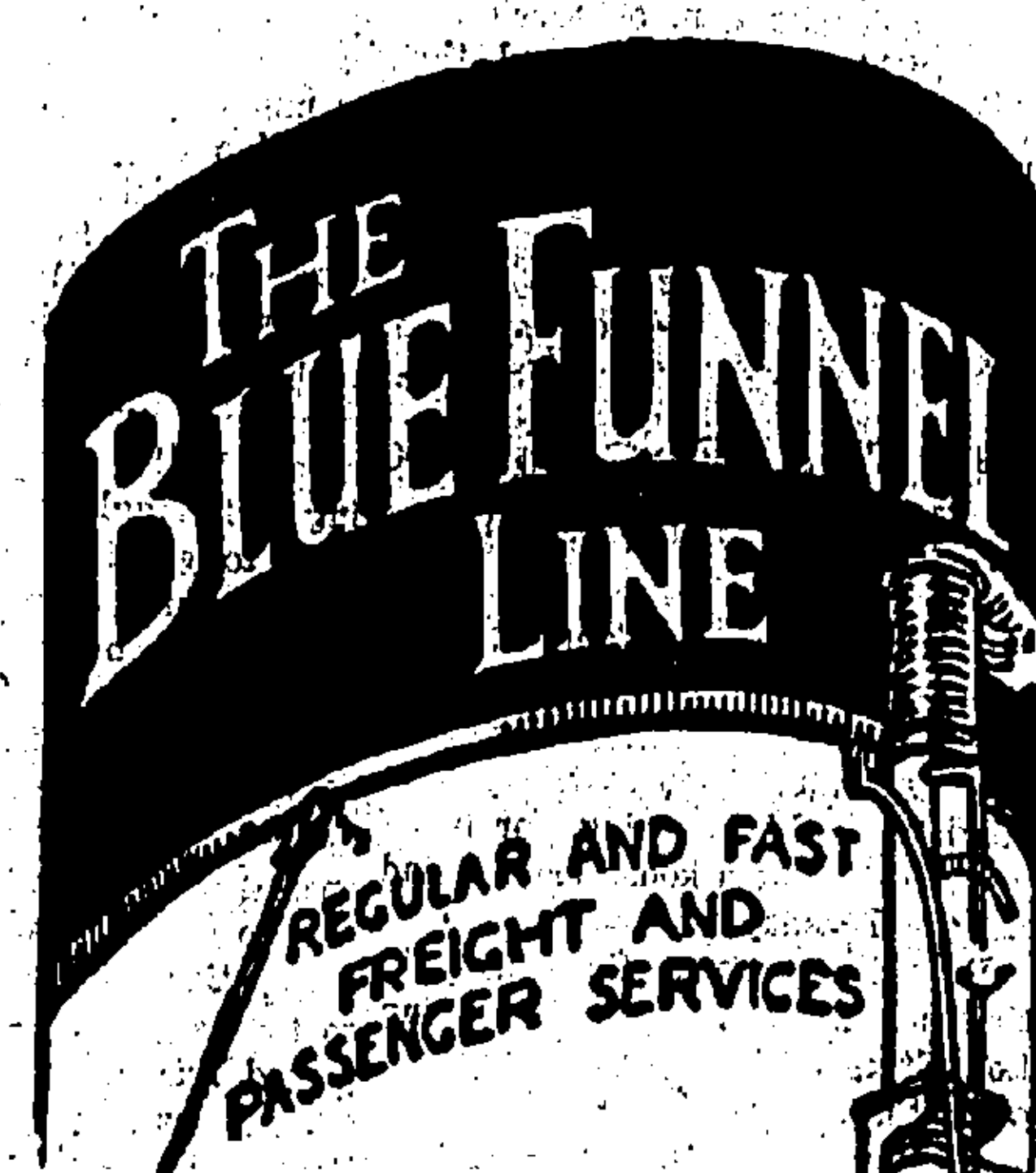
TO MANILA

EMPRESS OF JAPAN July 20

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Telephone: Passenger 20752 GACANPAC: Passenger Dept. Freight 20042 NAUTILUS: Freight Dept.



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S.S.	Tons	From About	Destination.
1934.			
*KIDDERPORE	5,300	12th July	S'pore, Penang, Calcutta, Bombay & Karachi.
RAJPUTANA	17,000	14th July	Bombay, Marseilles & London.
*SOUDAN	6,700	21st July	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANCHI	17,000	28th July	Bombay, Marseilles & London.
CARTHAGE	15,000	11th Aug.	Bombay, Marseilles & London.
*BURDWAN	5,000	18th Aug.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANPURA	17,000	25th Aug.	Bombay, Marseilles & London.
CORFU	15,000	8th Sept.	Bombay, Marseilles & London.
*SOMALI	7,000	15th Sept.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
MANTUA	11,000	22nd Sept.	Marseilles & London.
RAWALPINDI	17,000	29th Sept.	Bombay, Marseilles & London.
*BANGALORE	5,000	13th Oct.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
COMORIN	15,000	20th Oct.	Bombay, Marseilles & London.
RAJPUTANA	17,000	27th Oct.	Bombay, Marseilles & London.
*BHUTAN	5,000	10th Nov.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
CHITRAL		17th Nov.	Marseilles & London.

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S.S.	Tons	From About	Destination.
1934.			
*TAKADA	8,000	20th July	S'pore, Penang & Calcutta.
TILAWA	10,000	27th July	DO
SANTHIA	5,000	19th Aug.	DO

* Calls Rangoon † Call Port Swettenham.

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S.S.	Tons	From About	Destination.
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TANDA	7,000	1st Sept.	DO
NANKIN	7,000	29th Sept.	DO
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The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From About	Destination.
1934.			
TILAWA	10,000	12th July	Amoy, S'hai, Moji, Kobe & Osaka.
CARTHAGE	15,000	13th July	Shanghai, Kobe & Yokohama.
*BURDWAN	5,000	14th July	Shanghai, Moji, Kobe & Yokohama.
RANPURA	17,000	28th July	Shanghai, Kobe & Yokohama.
TANDA	7,000	27th July	Amoy, S'hai, Moji, Kobe & Osaka.
*SOMALI	7,000	5th Aug.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	7th Aug.	Shanghai, Moji, Kobe & Yokohama.
CORFU	15,000	9th Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
MANTUA	11,000	23rd Aug.	S'hai, Moji, Kobe & Yokohama.
SIRDHANA	8,000	24th Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
COMORIN	15,000	20th Sept.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	2nd Sept.	S'hai, Moji, Kobe, Osaka & Yokohama.
BANGALORE	5,000	5th Sept.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	19,000	6th Sept.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	8,000	7th Sept.	Amoy, S'hai, Moji, Kobe & Osaka.
*BHUTAN	5,000	3rd Oct.	S'hai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Punka-Louvre System. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Six Speedy Vessels To Be Ready Shortly.

EXPRESS FREIGHTERS

The names of those six 7,300 gross-ton express freighters now under construction at the shipbuilding yards in Yokohama, Nagasaki and Uraga have lately been given and announced by the N.Y.K. as follows:—
Vessel No. 220 (Yokohama) "Nagara Maru."
Vessel No. 580 (Nagasaki) "Noto Maru."
Vessel No. 388 (Uraga) "Nako Maru."
Vessel No. 581 (Nagasaki) "Noshiro Maru."
Vessel No. 222 (Yokohama) "Naruto Maru."
Vessel No. 582 (Nagasaki) "Nojima Maru."

The names selected for these new N.Y.K. express carriers were taken from the various noted places of scenic interest in Japan. As the name of each vessel begins with the letter "N" this group of ships may be called the "N Class" in contrast with the other "T", "L", "H" and "M" classes, now commissioned on the various routes of the N.Y.K. Line.

Among those places selected the most familiar with the foreign tourists is "Nagara". The River Nagara, which runs near the city of Fifu, noted for the cormorant fishing so enjoyed on dark nights along the stream. "Noto" is the name of a peninsula and an island in the Japan Sea. The district is well-known for its hot spring resorts and historic associations.

"Nako" is always associated with the famous Kwannon, God of Mercy, enshrined in the temple of Nako Funagata, Chiba Prefecture. It stands on the slope of Mt. Nako, which commands from its summit a picturesque view of the inlets and islets in the Bay of Tateyama. "Noshiro" is the name of a district and a town in the north-west coast of the Main Island facing the Japan Sea.

This district is famous for the Akita timber and its lacquerware called "Shunkel-nuri." "Naruto" on the north-west coast of Tokushima Prefecture, Shikoku Island, is well-known on account of the roaring whirlpools which constantly harass the fishermen's boats sailing in the strait between the islets and Shikoku Island. The last named "Nojima" is very familiar among all mariners, because of a powerful light-house on Nojima Promontory to the extreme south of Boso Peninsula.

These new diesel-engined, speedy ocean greyhounds will be completed and delivered to the N.Y.K. Line from August this year, and are to be commissioned in the Far East-Panama Canal-New York Service.

SPANKED DAUGHTER IN STREET

Mrs. Irene Clark was fined U.S.\$10 and costs in the Denver Justice of the Peace Court for spanking her daughter, Eva, aged three. Mr. Justice James N. Sabins held that a busy street corner was no place to spank the child.

RADIO

TO-DAY'S PROGRAMME

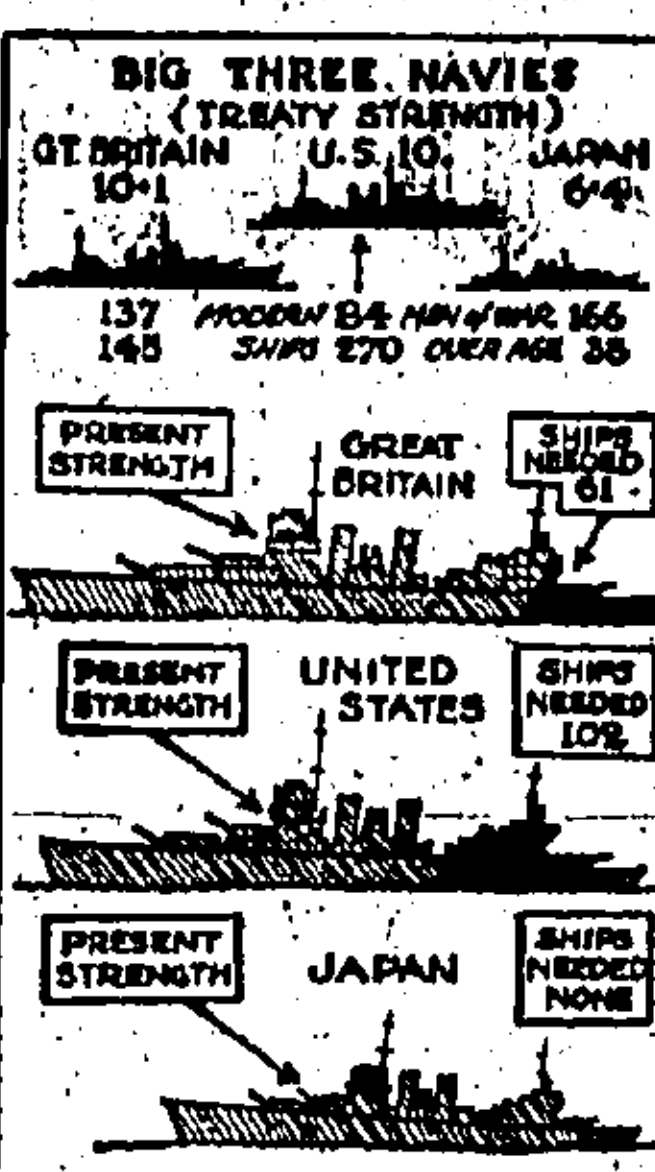
The following programme will be broadcasted to-day from the Hong Kong Broadcasting Station Z.B.W. on a wave length of 355 metres (845 K.C.'s):—

1.25 p.m.—European Programme.
1 p.m.—Local Time and Weather Report.
1.33 p.m.—Recorded Music.
1.30 p.m.—Rugby Press News, etc.
2.15 p.m.—Close Down.
Recorded Programme from "Z.E.K."
6-7 p.m.—European Programme.
6-7 p.m.—A Relay of the Hong Kong Hotel Dance Orchestra from the Hong Kong Hotel Roof Garden.
7 p.m.—Closing Local Stock Quotations.
London and New York Stock and Commodity Quotations.
7.05-7.33 p.m.—A Recital by Stuart Robertson (Baritone) and Fritz Kreisler (Violin).
Song—
When Lights go Rolling (Ireland)
When Dull Care (Lane Wilson).
Violin Solo—
Polichinelle (Kreisler),
Dance of the Marionette (Winteritz),
Song—Sea Fever (Ireland),
In Summer-time on Bredon (Peel).
Violin Solo—
Humoresque (Dvorak—Kreisler)
Caprice Viennois (Kreisler).
7.33-8 p.m.—Concert Waltzes.
Carmen Sylva (Ivanovitch),
Eva Waltzes (Lehar, arr. Schott),
International Novelty Orchestra.
Estudiantina (Waldteufel),
The Skaters (Waldteufel),
International Concert Orchestra.
Danube Waves (Ivanovitch),
Over the Waves (Rosas),
International Concert Orchestra.
8 p.m.—Local Time & Weather Report.
8.03-10.30 p.m.—Chinese Studio Concert.
9.30 p.m.—London 1 p.m. Exchange and Commodity Quotations.
10.30 p.m.—Rugby Mid-day Press News: Further Exchange and Commodity Quotations from London followed by New York Opening Quotations.
10.40 p.m.—Close Down.

All relays of the Hong Kong Hotel Orchestras are by courtesy of the Management.
8.30-10 p.m.—European Recorded Programme from Z.E.K. on 640 k.c's.
8.30-9.04 p.m.—Concerto No. 2, in F Minor (Chopin) (Op. 21) for Piano and Orchestra.
Marguerite Long (Pianoforte) with Orchestre de la Societe du Conservatoire conducted by Philippe Gaubert.
1st Movement—Maestoso.
2nd "Larghetto.
3rd "Allegro Vivace.
9.04-9.30 p.m.—Musical Comedy.
Vocal Gems—
Follow a Star (Billie),
Light Opera Company.

Selection—
No, No Nanette (Youmans),
Show of Shows,
New Mayfair Orchestra.
Vocal Gems—
Whoopee (Kahn),
The New Moon (Romberg),
The New Moon Light Opera Company.
9.30-9.47 p.m.—Band Selections from Operas.
Tales of Hoffmann (Offenbach),
The Band of H.M. Coldstream Guards.
Faust (Gounod),
The Band of H.M. Coldstream Guards.
9.47-10 p.m.—Vocal Items.
(a) Where the Bee Sucks (Shakespeare and Ame) (b) Come let us Join the Roundelay (W. Beale).
It was a Lover & His Lass (Mowley).
The B.B.C. Wireless Singers, conducted by Stanford Robinson.
Wine, Women and Song (Strauss)—
Vocal Waltz.
The B.B.C. Wireless Chorus and Orchestra conducted by Stanford Robinson.
10 p.m.—Close Down.

EXODUS TO MANCHURIA
According to latest statistics compiled in Tientsin, 165,900 Chinese colonies left China for Manchuria during the last 12 months.



Official observers of three of the biggest foreign naval powers were able to check up on the relative sea power of their countries and the United States as the American fleet massed off New York. Figures in the chart indicate how America now compares at sea with Britain and Japan as Russia builds up another big fleet. The photo shows (l. to r.) Capt. A. R. Dewar, British Rear Admiral Paul Oras, U.S.S.R., and Capt. M. Kobayashi, Japan, aboard the U.S.S. Louisville.

YES, IT SURE IS TERRIBLE

(Continued from Page 10)

Mr. Black took a walk. He walked to Murray Hill and bought cigars. He walked back to the notion shop and went in and fussed with the counter goods until noon. He went home and gulped his dinner.

Then Mr. Black was unable to find anything else to do, so he went out of the house and stood in his small backyard, his hands in his pockets. Just what would he say to Mr. Peck?

"Henry!" called Mrs. Black. "Henry! You'd better come in now; they will be here almost any time."

"There they are!" cried Marjorie as Mr. Black entered the living room. "I'll go, mother; I'll let them in."

She ran eagerly to the door, and Mr. Black followed his wife to the door. The three Pecks were already getting out of their car.

"Mother," said Marjorie, beaming, "this is Arthur's mother and father," and Mrs. Peck, who was a sweet motherly woman, mounted the steps and quite informally kissed Marjorie's mother, and Mr. Peck, at the bottom of the steps, raised his hat.

"And this is father," said Marjorie, and Arthur's mother gave Mr. Black her hand.

But Mr. Peck did not mount the steps to the porch. He looked up at the house and at Mr. Black.

"Dad," said Arthur, "this is Marjorie's father."

"Yes; run along in, Arthur," said Mr. Peck. "I've met Mr. Black before. Black, can I have just one word with you?"

Mr. Black went down the steps. "Peck—" he said.

"One minute, Black," said Mr. Peck; "before we go in there's a thing I'd like to confess. There's a favour I want to ask. Don't say anything before my wife about anything I said at lunch down there. I lied to you, Black. I don't own any stocks. Or any real estate. Or any anything. Or ever did. I floorman at the bank, that's all."

"Peck," said Mr. Black, giving his hand to Mr. Peck, "we won't either of us say anything. There wasn't a word of truth in anything I told you."

They shook hands on it and Mr. Black was grinning when they entered the living room.

"Now, whatever are you grinning at?" asked Mrs. Black. "The depression, hey, Peck?" said Mr. Black.

"Well," said Mrs. Black, "that's a funny thing to grin about."

SUIYUAN SEEKS SUBSIDY

Tax Compensation

Gen. Fu Tso-yi, Chairman of the Suiyuan Provincial Government, who is in Nanking, has requested the Government to remit a monthly subsidy to Suiyuan following the abolition of the miscellaneous taxes in the province as ordered by the Government. Gen. Fu is planning to visit Shanghai to-day and to remain here for a few days.

President Liners

S.S. "PRES. COOLIDGE"

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SOME STAGGERING STATISTICS.

Man Blinks 94,600,000 Times A Year.

Berlin. This "news in figures" is given by the Berlin newspaper "3-Uhr Abendblatt":—
To-day there are 94,000 newspapers and periodicals appearing in the world. A hundred years ago there were only 4,000.
Seven hundred different games can be played with a pack of cards.
The average man speaks 11,800,000 words in a year. And he blinks 94,600,000 times.
Orchids are the longest-living and the most costly flowers. One orchid lived for 38 years. Another was sold for \$6,250.—Reuter.

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Directed by Ernest B. Schoedsack.

Marion C. Cooper, executive producer.

NEXT CHANGE "ALL MEN ARE ENEMIES" With Hugh Williams
Helen Twelvetrees—Mona Barrie—Herbert Mundin **FOX Picture**

STEEL CORPORATION SPLIT IN U. S.

Unsafe Amalgamation Declined.

STRIKE DANGER STRESSED

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 9.01 a.m.)
Cleveland, To-day.
The Republic Steel Corporation has refused to renew its contract with Amalgamated Steel, despite a 35-year association, "due to the fact that there is a great danger that the management of Amalgamated Steel will pass into the hands of the radicals known as the Rank and File Committee, who almost succeeded in the nationwide strike on June 16."

"We cannot afford to contract organizations which may render the men in our plants workless, due to conditions elsewhere," the board declares.—United Press, per S. E. Levy and Company.

AMERICA'S TRADE WITH ORIENT

Sharp Increase In First Five Months.

JAPAN BIGGEST BUYER

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 9.01 a.m.)
Washington, To-day.
The Department of Commerce declares that the United States exports to Asia for the first five months of this year totalled U.S.\$152,540,000, as compared with U.S.\$94,000,000 for the corresponding period of 1933, which is a greater increase than shown in exports elsewhere.

Imports from Asia totalled U.S.\$232,150,000, as compared with U.S.\$14,650,000.

Exports to Japan, the greatest for the area, were U.S.\$74,300,000, as compared with U.S.\$43,770,000.

Imports from the Philippines were the largest, totalling U.S.\$61,150,000, as compared with U.S.\$45,045,000.—United Press, per S. E. Levy and Company.

INTERNAL REVENUE COLLECTIONS UP.

Agricultural Taxes Main Cause.

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 9.01 a.m.)
Washington, To-day.
The United States Treasury has announced that the last fiscal year's internal revenue collections were U.S.\$2,672,318,620, as compared with U.S.\$1,619,839,224 for the previous year.

The increase is partially due to U.S.\$371,255,388, in agricultural adjustment taxes.—United Press, per S. E. Levy and Company.

SUIYUAN CHAIRMAN IN PEKING

Gen. Fu Tso-yi, Chairman of the Suiyuan Provincial Government, who visited Shanghai recently, is in Peking.

CHEKIANG CONTINUES DESPOTISM

EXHORBITANT TAX ON PROPERTY.

FOREIGNERS VICTIMISED

Shanghai, To-day.
A circular letter sent to Chao-poo landowners by the Chekiang authorities states that unless a 40 per cent. tax on the assessed valuation of the property is paid by July 15, the owners will forfeit all rights and the property will revert to the Provincial Government.

Some foreign owners declare that the tax is illegal.

The construction of fortifications is the excuse given by the authorities, who are continuing to dig trenches on the property of owners who have not paid the tax. It is rumoured that military enforcement of the evacuation order will be adopted, but this has not been confirmed.—Reuter.

According to an earlier report, a delicate situation has arisen in consequence of the determined refusal of the French Lazarist Fathers and the Marist Brothers to comply with an order to abandon their property within three days. The French authorities ordered the missions to stay where they are and in the meantime have strongly protested to Nanking.

AMERICA'S SILVER REQUIREMENTS.

2,179,813,300 Ounces Yet To Be Purchased.

ENGRAVING BUREAU BUSY

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 9.01 a.m.)
Washington, To-day.
The United States Government is printing \$10,000,000 worth of silver certificates monthly.

The Treasury has figured that it must purchase 2,179,813,300 additional ounces of silver to reach the stipulated 26 per cent. of the metallic reserve.

The amount of silver money placed in circulation will be dependent on the quantity purchased and the price paid. The Treasury is discretionarily permitted to issue one dollar against each 371.25 grains of newly acquired silver.—United Press, per S. E. Levy and Company.

ANGLO-ESTHONIAN TRADE PACT.

Signed In London.

London, To-day.
The Anglo-Esthonian commercial agreement was signed yesterday afternoon by the Foreign Secretary, Sir John Simon, the President of the Board of Trade, Mr. Walter Runciman, and the Estonian Minister in London, Dr. Kallas.

The terms will be published later this week.—British Wireless Service.

CANADA'S WHEAT PROSPECTS

Autumn Crop Only 45 Per Cent. Normal.

SPRING PLANTINGS HIGH

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 9.01 a.m.)
Ottawa, To-day.
It is announced that the Canadian Autumn wheat crop on June 30, was approximately 45 per cent. of normal and the same as on May 31. This is compared with 90 per cent. last June.

Spring wheat is 82 per cent., as compared with 79 per cent. on May 31, and 77 per cent. in June, 1933.—United Press, per S. E. Levy and Company.

AMERICA MAY HAVE TO IMPORT WHEAT.

Surplus Dangerously Low.

Chicago, To-day.
Statisticians here have predicted that the wheat surplus will soon be at a dangerously low level. They fear that by July, 1935, the United States will be forced to import supplies.—United Press, per S. E. Levy and Company.

WHEAT ADVANCE TO-DAY PREDICTED BY BROKERS

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received July 12, 11.54 a.m.)
Kansas City, To-day.
Brokers here have predicted that wheat will advance the limit to-day and then recede slightly on profit-taking.—United Press, per S. E. Levy and Company.

SHARP RISE IN CANADIAN WHEAT PRICES

Winnipeg, To-day.
The official reports of the United States wheat crop, showing the smallest prospective yield for 30 years, has caused an upward rush in prices here. Quotations yesterday closed at 6½ cents per bushel higher.—Reuter.

BRITISH JUNE WHOLESALE PRICES SHOW INCREASE

London, To-day.
An increase of 1.2 per cent in the average of the wholesale prices in June is revealed in the Board of Trade index number statistics.

Decreases were shown in each of the three preceding months.—British Wireless Service.

PRETENDED THEY WERE POLICEMEN

Au Cheung-kit and Lai Hing were charged before Mr. E. I. Wynne Jones at the Kowloon Magistracy this morning for receiving money from hawkers under the pretence that they were policemen. Au was sentenced to five months' hard labour and Lai to two months hard labour.

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